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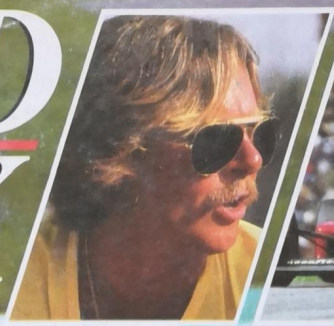

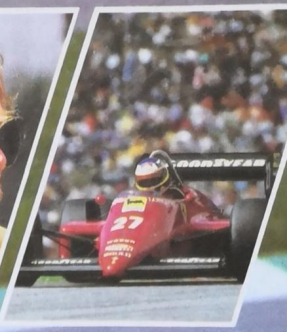

FORMULA ONE
Germany, Austria

RALLYING
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F.1 POWERBOATS
8 pages

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In this issue: a PRO-ONE insert (pages 73/80). PRO-ONE s.a., Dominique Schwarts, B-Brussels (2) 648.50.76.

TOPICS

There was good news for the Benetton-Toleman team a couple of days after the Germany GP, in which a Toleman started from pole position for the first time ever. Pirelli announced that it would be making tyres available for a second Toleman to race in F1, starting with the Austrian GP. In spite of Toleman's contract with John Watson, Pirelli asked for Piercarlo Ghinzani to be given the second drive alongside Teo. Fabi.

Despite the sudden replacement last month of its chairman, it has been confirmed that Chicago-based Beatrice corporation will go ahead with the ambitions programme of motorsport promotion which has already been announced in F1 and cart racing. Ex-chairman Jim Dutt, a keen racing fan, has authorised heavy expenditure on the forthcoming Lola F1 car and the new Tamiami circuit in Florida.

The Minardi Team, which ran its F1 car with a Cosworth engine for two races earlier this year while still awaiting the Motori Moderni V6 turbo, has started testing a Formula 3000 version of the Giacomo Carili-designed F1 chassis. The driver was Gabriele Targuini, the Italian ex-kart racer who has created a very favourable impression in F3000 this year, driving one of the San Remo Team's March cars.

The death has been announced of american driver Jim Cook, who apparently suffered a massive heart attack while practising for the IMSA championship race at California's Sears point circuit on august 3. Cook, aged 44, had made several appearances at Le Mans, originally as the part owner of an immaculate Lola which Brian Redman used for one of his recent racing comebacks.

In an interview with GPI's F1 correspondent Patrick Camus, Renault driver Patrick Tambay has confirmed that he is in touch with american entrant Carl Haas about a possible switch to the Beatrice-sponsored Lola team in 1986 as Alan Jones' teammate.

FERRARI FOR INDY?

Ferrari

British fans who take the quality Sunday Papers may have been alarmed to read on July 14 not only that Renault was thinking of pulling out of Grand Prix Racing but that Ferrari was being tempted by a major american paint manufacturer to abandon Formula 1 in favour of Indy-Car racing.

While it is true that Renault may abandon works F1 participation for political reasons (see elsewhere in paddocks), readers should be reassured that Ferrari is in Grand Prix Racing to stay. Despite his advanced years, Mr Ferrari made provision for the future by selling 51 per cent of his company to Fiat more than ten years ago.

The newspaper story is believed to be the result of a reporter's misunderstanding, arising from an existing sponsorship in Indy-Car racing. As most well-informed fans are aware, the cart Indy-Car Championship in America has been sponsored since 1980 by the giant Detroit-based PPG Industries Group (paint and chemicals) through its automotive finishes division.

European race fans are also well aware that Mr Ferrari has a well established rule not to accept any commercial advertising on his cars unless it is in recognition of a "*trade*" sponsor (like Champion or Goodyear) whose products are actually used by the Scuderia. The only exception to this rule is the Multi-National tobacco baron Philip Morris/Marlboro, whose logo has been carried by Ferrari in 1985 in recognition of the fact that for several years Marlboro has footed the bill for the wages of all Ferrari's expensive drivers.

FERRARI'S THREAT

Too late for inclusion in the news pages of the last GPI was the report that Enzo Ferrari has threatened to withdraw from Formula 1. Mr Ferrari has said that he will abandon Grand Prix racing and concentrate on indy-car racing unless the F1 rules changes announced by FISA for 1986 and 1988 are implemented.

In spite of an annoucement that work has already started on a Ferrari indy-car, it appears that FISA still regards the threat as bluff. In an attempt to reduce F1 power levels, president Balestre has proposed that the reduction of the F1 engine capacity limit from 1500 cc to 1200 cc be brought forward to 1987. Following discussion with representatives of Renault, he has also proposed that a "pop off" valve, of the type used in cart racing, be introduced to F1.

At a meeting of constructors at the Nurburgring before the German GP, neither of the President's suggestions were taken very seriously. It was pointed out to him that only one or two F1 teams had the financial and technical resources to prepare all-new 1200 cc engines in just over 12 months. Balestre has also been told that the "popoff" valve would seriously handicap those teams whose engines have less than six cylinders.

FISA must now find a quick solution to the problems posed in all forms of motorsport by escalating power outputs. In France it has even been suggested that the Federation is considering replacing F1 with Formula 3000. Meanwhile, it has been gently pointed out that if president Balestre had listened to the anti-turbo british terms five or six years ago, the current crisis in F1 would never have arisen.

FANTASTIC RESPONSE TO GPI'S QUESTIONNAIRE

By August 19 closing date completed questionnaires to be in the hands of GPI's London office in order to qualify for the prize draw, an amazing 1306 entries had been received.

This is more than double the entry experienced market research companies would have expected in relation to GPI's UK circulation and is a vivid demonstration of the keen, not to say passionate, interest always shown by GPI readers to the sport and to the magazine.

As we close for press, entries still pour in (too late for the prize draw - see this page) but to everyone who has taken the trouble to reply, a million thanks.

As a result of this research we hope to make the magazine better and better and more in line with the preferences of the majority of our readers.

GPI PRIZE DRAW WINNERS

In a draw held at GPI's London offices on August 19 to select the winners of the six prizes offered in conjunction with GPI's research questionnaire, the following lucky people will be invited to enjoy an initial trial session at the Brands Hatch Racing School during the following weeks.

G. Batchelor, Lewistoft, Suffolk. V. Rean, Harlow, Essex. C. Reynolds. Fawley, Hampshire, P. Greenslade, Bath-Avon, K. Hall, Hockley, Essex, R. Knowles, Halifax, West-Yorkshire.

MORE ON THE AUSTRALIAN GP

The first Australian GP was held 56 years ago at Phillip Island, Victoria. This year's Australian GP, to be held in Adelaide as a four-day carnival from October 31 until November 3, will be different to any previous Australian Grands Prix.

The South Australian Government has a seven-year contract with the FOCA to stage F1 GPs through the streets of Adelaide and they have implemented legislation to facilitate the contract.

The race will be run along already existing streets, plus a purpose-built one-kilometre section within Victoria Park racecourse.

Adelaide circuit is 3.78 km long with a main straight of 1 km, This, and much more, promises an exciting four-day GP carnival! where cars are expected to reach a speed in excess of 300 kph.

World Champion drivers Alan Jones, Niki Lauda and Keke Rosberg have examined the circuit and all described it as the best street circuit in the world.

Non-racing activities include:

A giant Amusement Park which is being erected trackside.

The Bridgestone Holden Precision driving team, renowned for their spectacular driving stunts and their skills, will be making several appearances around the track during the GP long weekend.

World War 1 Bi-planes will be engaging in exciting dogfights.

Twelve times unlimited Aerobatic Champion Chris Sperou will perform highly dangerous and spectacular stunts in his "Pits Special" bi-plane such as loop-the-loops, wing-tip spins, vertical climbs and free falls.

KYALAMI CIRCUIT

In spite of a FISA circuit inspection planned for later this month, work on much-needed safety improvements to the Kyalami circuit in South Africa had still not begun in mid august. This news makes it seem increasingly unlikely that the F1 teams will be returning to the Johannesburg track, which is scheduled to host the final round of the 1985 World Championship on november 15. Indeed, the South African GP is threatened on several fronts. Even assuming that the track work is completed, some teams would prefer not to race in the land of apartheid. One important british team manager has even gone so far as to say that if the World Championship has been settled at Adelaide on november 3, he will see his cars straight back to Europe from Australia.

He added that he would be prepared to pay the substantial penalty demanded by FISA from teams that absent themselves from championship GPs.

ACTION OVERDUE

Although it is too soon to know the exact causes of the accidents which recently cost the life of Manfred Winkelhock in Canada and caused severe injuries to Ari Vatanen in Argentina, there appears to have been common factors in both tragedies. Not only were Vatanen's Peugeot Rally car and Winkelhock's Porsche Sports car completely destroyed, but they may have been too powerful for the courses on which they were competing.

There have been consistent criticisms over several years of the Mosport track, where Winkelhock was killed. Concern has understandably been expressed that Winkelhock's Porsche should have been able to collide head on with an unprotected wall.

But while racing circuits can to some extent be adapted to the vehicles that compete on them, the same cannot be said of rallies. There is no question of lining thousands of miles of remote and unprotected road with any form of protection. In theory, the onus is on the governing body to limit the potential of the cars, but the escalation of rally cars' power and road holding has now surely got out of hand in today's era of turbocharging and four wheel drive.

We were reassured after this year's Swedish rally in february when FISA president Balestre announced his opposition to what he called "Formula 1 in rallying" and promised a halt to the "evolution prototypes" which had put the cost of competitive world championship rallying beyond the reach of any except factory drivers. Alas, the president's good intentions quickly evaporated. Within four months, Attilio Bettega died in the crumpled wreck of his Lancia in Corsica, and more dangerous cars are on the way.

Indeed, since the president's brave speech, Peugeot have forecast 500 BHP from their turbo 16 engine, while Lancia and Audi have introduced ultra-specialised cars which are as unrealistic as they are ugly.

We believe that FISA has allowed itself to be mesmerised by the problems of Formula 1. Let us hope that it will not take another fatality to galvanise the Federation into long overdue action to improve safety for everyone in motorsport.

WEC TEAMS BACK DOWN

The hasty last minute rescheduling of the racing calendar by FISA to accomodate the postponed belgian GP (september 15) and the european GP at Brands Hatch (october 6) was not appreciated by the endurance racing teams. Many of them rely on the part-time services of regular F1 drivers, who would not have been available if the Shell Gemini Brands Hatch 1000 kms and Fuji 1000 kms had gone ahead on their original, clashing dates.

The WEC teams reacted furiously - and unanimously - by threatening to boycott both the british and japanese races unless FISA agreed to change their dates. Shaken by this unprecedented show of strength, FISA president Balestre immediately requested Brands Hatch and Japan to change their dates.

The request was only partly successful. Readers should note that Brands Hatch has agreed to switch its race to september 22, but it was far too late for the japanese to make any change. However, as a gesture of conciliation the WEC teams have decided to lift their boycott of the Fuji round, which will go ahead normally.

Nevertheless, the endurance teams feel that they have won the argument. In a statement issued at the mosport WEC round on august 1, they reiterated the "total opposition" to date clashes with F1 events. "*We will not take part in any event, from 1986 onwards, where such a clash of date occurs,*" they said.

Blue Flag

LIGIER LOSES RENAULT

Choleric french F1 team owner Guy Ligier learned shortly before the start of the German GP that Renault would not be supplying him with engines in 1986. The decision came as a particularly unpleasant shock in view of the fact that only two weeks earlier, in France, Ligier had been offered Renault engines for a third year, albeit for twice the 1 million he had been paying for them in 1984 and 1985.

Ligier himself is convinced that Peter Warr of JPS-Lotus brought pressure on Renault to drop at least one of the four Grand Prix teams presently using the French V6 engines. With both Lotus and Tyrrell in possession of on-going contracts with Renault for 1986, the only "disposable" team was Ligier, whose contract expires at the end of this year.

It is certainly true that Warr had an animated conversation at the Nurburgring with Renault Sport's Gerard Toth. The Lotus boss believes that four teams are more than Renault can handle, and he complained long and loud about the unreliability of the engines supplied this year. In particular, he pointed out that while Ayrton Senna has led almost all of this year's Grands Prix, he has finished only one. Engine problems have caused the majority of the young Brazilian's retirements.

"At the beginning of our contract with Renault (in 1983), we were given to understand that we would be the only non-works team to be supplied with their engines," said Warr. *"But then someone started interfering with the arrangement and a few of Ligier's cronies got involved on his behalf to let him have engines."*

Ironically, in spite of the speed of the Lotus-Renaults at both Silverstone and Nurburgring, the only Renault-powered car which lasted out to the end was Jacques Laffite's Ligier, which finished 3rd in both races.

Ligier

SERVICE POINT

TOYOTA'S MR2 RALLY CAR DELAYED?

Rally fans may have to wait a little longer than they had anticipated to see the first "state of the art" Four-Wheel-Drive Rallycar from Japan to challenge Peugeot and Audi in the World Championship.

Although the story has never been formally confirmed from Japan, it was widely believed that Toyota had planned to present a "full house" rally version of its exciting MR2 sports car at this Autumn's Tokio Motor Show, complete with turbo engine and 4WD. The new car would have complied, like the Peugeot Turbo 16 and forthcoming Lancia Delta, with the current group B regulations.

But the decision by FISA president Jean-Marie Balestre to implement new rules for 1987 may have discouraged several manufacturers from proceeding with their Rally plans until the proposed "GROUP S" regulations come into force in two years.

In fact, the Group S rules have not yet been settled. Basically, however, they require no more than ten cars to be built per year by the manufacturer (currently, for Group B, there is an annual minimum of 200 cars), but there is to be some form of power restriction which FISA is still deliberating in a bid to reduce the speed and danger of current cars.

If Toyota were to go ahead now with the MR2 rallycar, it would effectively have a competition life in GROUP B of only one year. It would obviously make more sense to wait until GROUP S comes into force in 1987. But it may be a frustrating delay for Toyota, whose comparatively modest 1985 Rally programme has already produced excellent Safari victory, using the effective but oldfashioned RWD Celica Coupe.

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LONGINES

Timekeeper to the World of Sports

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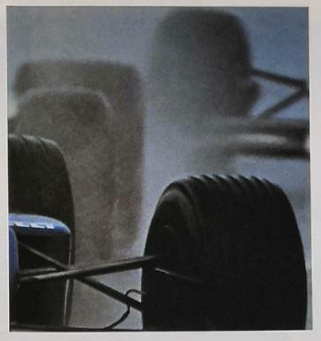


by Mike Doodson

The German Grand Prix was a much more interesting race than it looked to have been on television. If it had taken place on a circuit where the public and the TV cameras could have got closer than they can at that horribly antiseptic "new" Nurburgring, I am sure that the fans would still have been enthusing about the great race.

Just think. The race winner whacked his team mate at the start and then had another wheel-banger with Keke Rosberg when taking second place. The second-place man spun off just as it looked as though he would gobble up the leader. There was even a TV camera aboard one of the competing cars, for the first time ever in a Grand Prix, although the pictures lasted only until the camera car's clutch packed up after eight laps.

Behind the scenes, too, there was plenty of excitement. With Niki Lauda rumoured to be considering retirement, a worried-looking Ron Dennis was in a mood to recruit someone into his Marlboro-McLaren team, which accounted for some surreptitious to-ing and fro-ing around the sponsors' motorhomes for the entire weekend.

The most complicated bit of politicking was undoubtedly being conducted by Renault. Shaken by a recent management decision to close down its bicycle racing team, the Régie's motor racing henchmen are obviously worried about their jobs, too. With this in mind, they have embarked on a desperate two-stage programme to keep themselves in yellow jackets and three-course paddock lunches.

The first objective is to keep costs to a minimum. With FISA's reduced F1 capacity limit of 1200cc looming in 1988, Renault are putting all their weight behind the introduction of an Indy-Car type "pop-off" valve. This, they believe, would not only reduce power outputs to the level demanded by FISA, but might also save the expense of having to design a completely new engine.

The second Renault objective is to attract sympathy to their plight. In a piece of Byzantine manœuvering someone arranged for Guy Ligier to announce on race day in Germany that Renault had refused to supply him with any engines at all for 1986. The logic goes that when the hatchetman at the top of Renault sees the reaction of the French Press to this news about little Ligier, he will hesitate before applying his blade to the neck of the Régie's own team.

Alas, I fear that the widely disliked boss of Renault sport, Gérard 'the Torpedo' Toth, has not shown the qualities of subtlety and leadership required to put such a plan into effect. Indeed, it has even been maliciously speculated that the post of Competitions Director only devolved on the previously unknown Toth last December because he is brother-in-law to Bernard Hanon, the since displaced President of the beleaguered Régie.

Monsieur Toth certainly attracted no fans at the Nurburging. On the night before the GP he was invited to help celebrate Switzerland's national day. Later he was to be seen in a tired and emotional state in the paddock, banging of the door of the FISA caravan and demanding from the august President Balestre himself the introduction of the wretched "pop-off" valve without further ado.

Sober council from more technically qualified sources than myself has suggested that while the "pop-off" valve works well enough in Indy-Car racing when everyone is using the same (Cosworth) engine, it would be grossly unfair in F1, where engine configurations range from four to eight cylinders in a variety of layouts. Perhaps Monsieur Toth will be forced to note also that in racing, while performance can spoil consumption, in everyday life the reverse may equally be true. Especially when the potency of the fuel is measured under the norms of the Gay-Lussac formula rather than in octanes.

Silverstone, for some inexplicable reason, has a habit of providing good racing. This is indeed a fortunate state of affairs for the owner of the circuit, the British Racing Drivers' Club, because the only place to get a decent view is from a grandstand seat at a price (on Grand Prix day) of £25 or more per person.

Although the BRDC has thrown up earth banks in recent years to improve the spectators' lot, the view from the non-grandstand areas doesn't begin to compare with Brands Hatch, for example. And without the promise of good racing, no one would pay to stand and watch.

I reflect on this solely because the rain that dampened all three days of this year's British Grand Prix at Silverstone put me in mind of my first trip there, around 20 years ago. Having implored my father to accompany me, we drove for several hours from Lancashire (no motorways then) in steadily worsening weather to watch big sports cars splashing through the puddles. We couldn't hear the commentary, so I can't remember who won, and later in the day someone picked my new stopwatch from my pocket. The journey home was conducted in deep silence, and I was happy not to go to "the 'Stone" again until several years later, when I was being paid to do so as a reporter.

RADIO SILVERSTONE
A SPLENDID INNOVATION

There is a small army of fogies who regard Silverstone as the "home" of British motor racing, simply on the basis that the BRDC management took a punt on the sport when it was far from popular and bravely hosted the very first world championship British GP in 1948. To these good people, our other GP venue at Brands Hatch is a *parvenu*. They associate it with grubby motorcycle racers and upjumped East End car dealers with ideas beyond their station who took up F3 racing when Formula 3 meant a Cooper chassis with a 500cc single-cylinder Norton engine in the back. To the eternal discomfiture of these fogies, one of those car dealers now runs the business side of Grand Prix racing with singular success.

To me, Silverstone remains the USAF bomber support airfield that it was during World War 2. Its true nature that comes out in the wet, when giant puddles form with horrid unpredictability on what used to be the perimeter runway. Under such conditions, even the world's top F1 drivers wish they were at the controls of a Boeing Superfortress instead of a slick-shod roller skate with more power than a Merlin V12. Don't mention it too loudly to FISA, but the puddles are a greater hazard than the circuit's ever-increasing average speed. However flawed their facility may be as a race track, the BRDC more than compensated for it this year with Radio Silverstone, a splendid innovation which dates back a couple of years. The idea is to broadcast information on a low power AM frequency, enabling spectators with radios to tune in. The service would be useless if the information wasn't accurate and up to the minute, but with the excellent Silverstone commentary team plugged in, things could not have been better.

Around the circuit were Silverstone regulars Ian Titchmarsh and Ian Phillips, both ex-Autosport writers with an encyclopaedic knowledge of racing, together with familiar voices like those of Keith Douglas and Anthony Marsh, the latter walking the pits and conducting instant interviews with personalities and drivers. Sitting high in the Dunlop tower, Titchmarsh even had a monitor that gave an instant read-out from the Longines-Olivetti timing equipment, unlike the screens used in the pits by the teams, on which the fast practice laps are sometimes not shown until half a minute or so after they have been set.

Having thoughtfully equiped myself with a small radio and a pair of those tiny Walkman-type earphones, during Friday afternoon's qualifying session I had Silverstone Radio to thank for becoming the centre of attention — at least for a few minutes — in the Toleman pit. There I was, standing on the pit wall, astounding the Toleman management with gems of instant information. *"There's rain falling at Copse,"* I announced. *"One of the Alfas is blocking Teo (Fabi) at Stowe,"* I said, then *"Keke has just set a new qualifying record."* For a moment they all looked incredulously at me, the source of this clairvoyant information, then they spotted the earphones...

I reckon that the British Grand Prix is now as much a part of our heritage as Trooping the Colour. Silverstone Radio complements it with the same sort of authority that the Dimbleby family brings to the BBC coverage of Royal weddings and funerals. So, if you feel the urge to go to Silverstone for the Grand Prix, folks, don't forget your little radio sets and tune in to 1602 kHz. It even makes the place bearable in the rain.

The history of the Brabham *marque* has been crying out for an authoritative book for years. It is good to see that to celebrate the 25 years of Brabhams in F1 racing, my colleague Alan Henry ("A.H." of Motoring News) has now completed just such a work on the subject ("Brabham: the Grand Prix cars"), published in the Osprey series at £14.95.

Unlike some of the lightweight racing driver biographies that appear from time to time, A.H.'s book will keep a keen reader busy for a whole weekend or longer. The 25 years of Brabhams span a period which stretches all the way back to an era when even a factory Grand Prix team like Maserati would go through an entire season without a spare engine. At Silverstone, their modern equivalents had ten or more power-plants in their trucks...

After his retirement from racing at the end of 1970, Jack (now Sir Jack) Brabham had nothing more to do with the team that carries his name. Within a year his partner, the individualistic Ron Tauranac, had sold out in order to form his own successful Ralt marque. The man to whom the shares were sold was Bernie Ecclestone, the car dealer mentioned at the beginning of this column. While Ecclestone likes to make a secret of his early years in business, Henry has managed to dig up some priceless photos, one of them showing a fresh-faced Ecclestone in his F3 Cooper in 1951, the other taken in 1958 at Monaco, where he was attempting (unsuccessfully) to qualify an ex-works Connaught for the Grand Prix.

With only one victory at Monaco (Patrese, 1982) for his cars, the Principality has consistently been a jinxed circuit for Ecclestone. In 1972, when Gordon Murray had designed the elegant BT42 "pyramid" chassis for Carlos Reutemann and Wilson Fittipaldi, the team's chances were ruined by a spot of Ecclestone cost-cutting.

Bernie had decided to economise on the price of rebuilding his Cosworth engines by setting up a Brabham engine division. Either he was buying bits from the wrong source, or his staff weren't as skilled as he had anticipated, because no fewer than three massive engine failures occurred in qualifying for the Monaco race.

ECCLESTONE LIKES TO MAKE A SECRET OF HIS EARLY YEARS IN BUSINESS

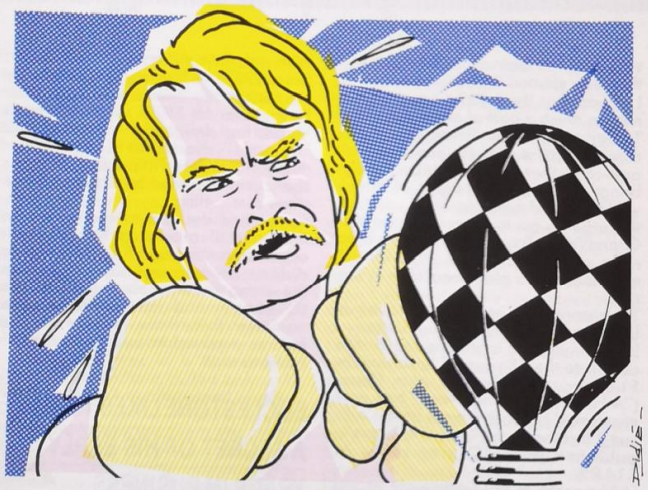
Engines were changed in both cars on Saturday night, but the only way to check that the replacements wouldn't blow up immediately was to drive one of the cars for a mile or two. The cheerful soul who volunteered for the job was the team manager, Keith Greene, now with Canon Racing, who had been a useful driver with his Dad's Gilbey-Climax F1 car a few years earlier.

Keith climbed aboard, without helmet, fired up the new Cossie and drove out of the underground garage near Portier corner which was being used by the teams that year. Even in the bowels of our garage, we could hear the rise and fall of that engine as Keith terrorised residents and tourists alike by revving the guts out of it in the course of several laps down to the nearby hotel (now the Beach Plaza) and back along the front. Ten minutes later he reappeared out of the darkness, curls plastered back by the driving rain, and switched off.

"Everything OK?" asked a nervous mechanic. *"Fine,"* grinned Keith, *"but I reckon it needs a bit more rear wing."*

KEKE ROSBERG

ALL IN A DAY'S WORK

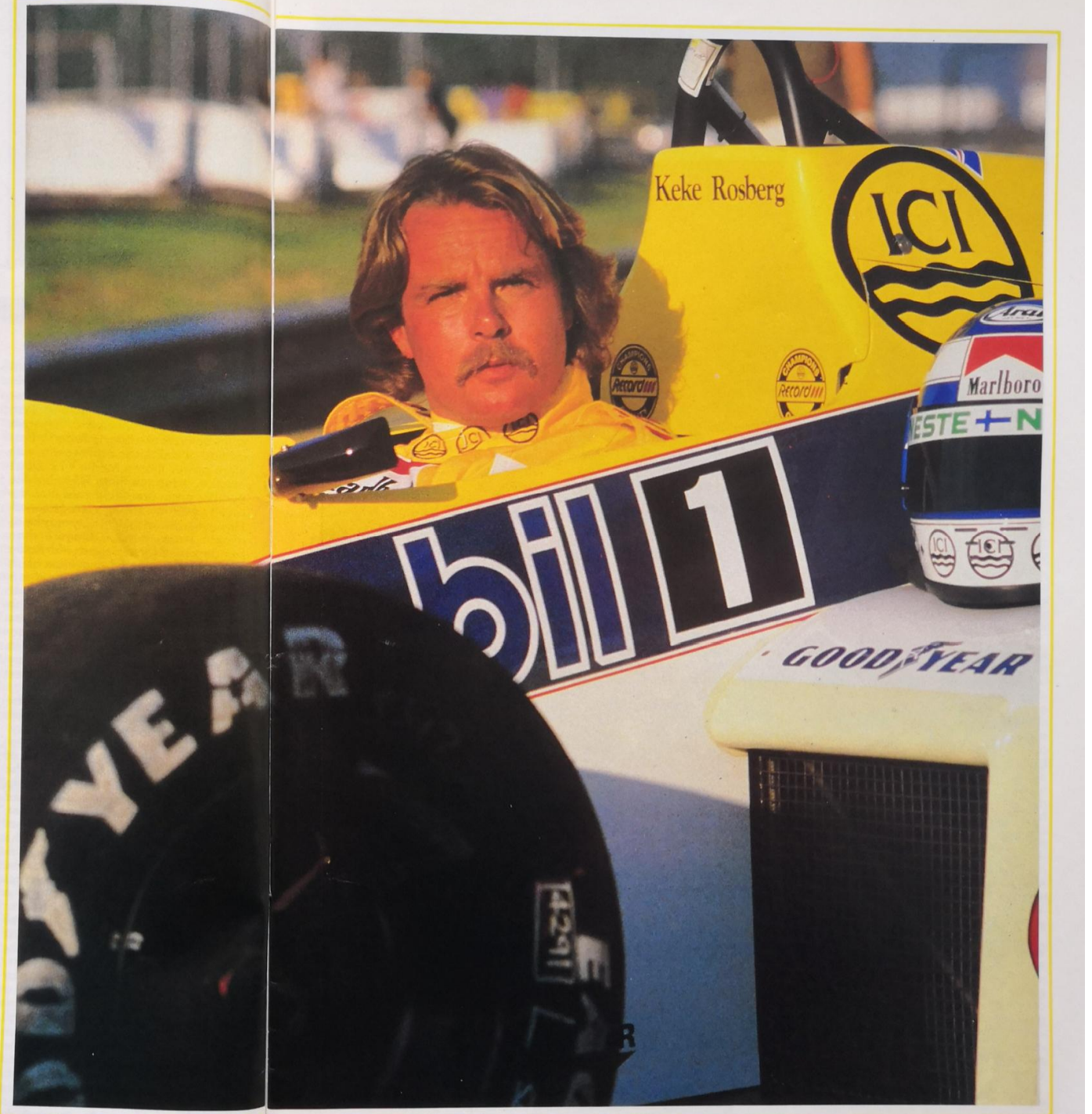


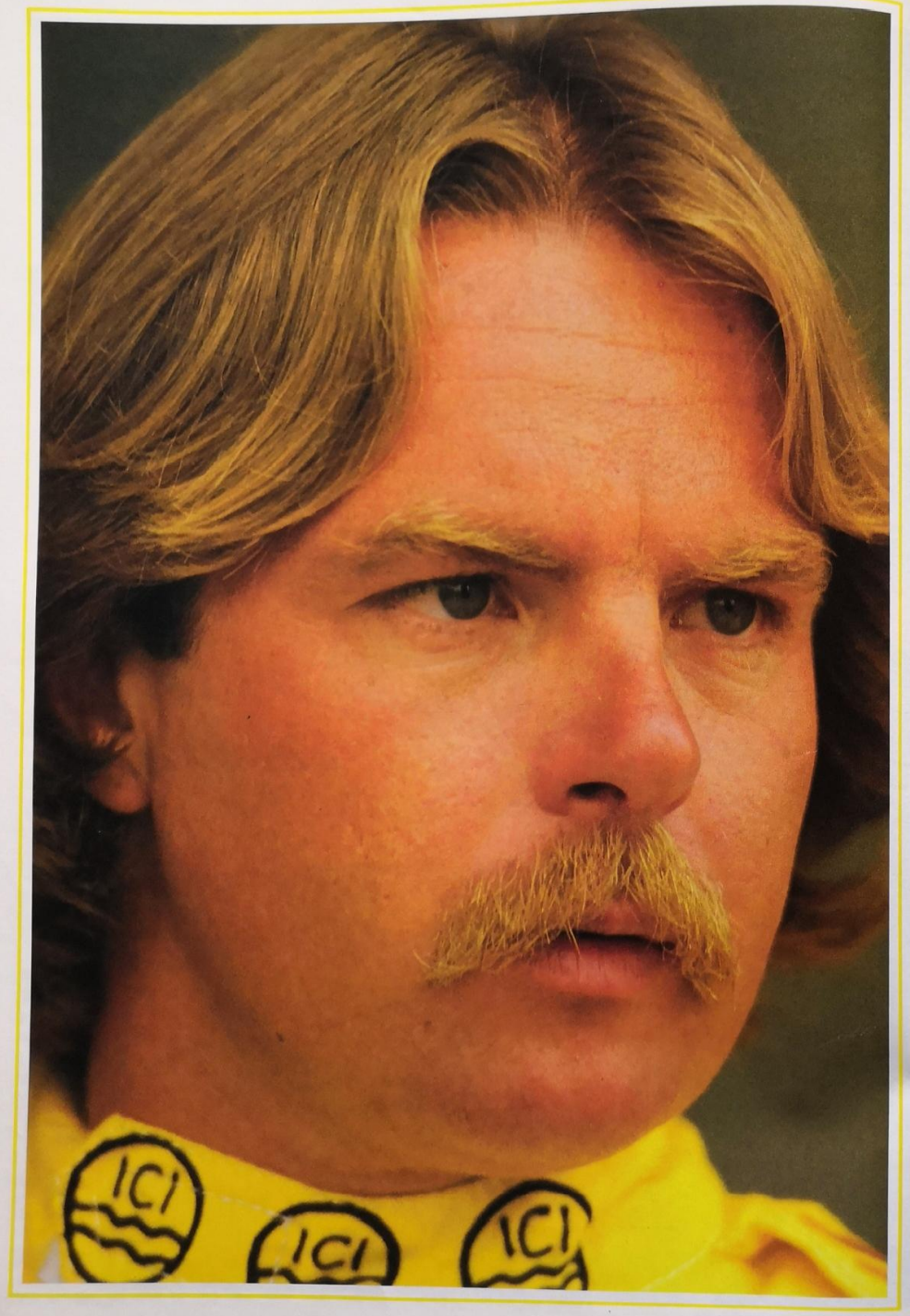
LONG BEFORE HE STEPPED INTO ALAN JONES' PLACE AT WILLIAMS IN 1982 AND WON THE WORLD CHAMPIONSHIP, KEKE ROSBERG HAD DEMONSTRATED THE SORT OF ACROBATIC CAR CONTROL WHICH SHOULD HAVE MADE HIM THE AUTOMATIC SUCCESSOR TO RONNIE PETERSON AND GILLES VILLENEUVE IN THE AFFECTION OF RACING FANS. YET HE REMAINS ALOOF AND INCREASINGLY DETACHED, EVIDENTLY IN SEARCH ON AN ELUSIVE PERSONAL GOAL. THIS MONTH'S GPI DRIVER PROFILE ATTEMPTS TO UNCOVER THE FORCES WHICH KEEP THE 36 YEAR OLD FINN MOTIVATED AFTER 15 YEARS OF PROFESSIONAL RACING.

by Mike Doodson

It is one of the great paradoxes of modern motorsport that Keke Rosberg should have only four Grand Prix victories to his credit. In polls of team managers and fellow drivers throughout the past two or three seasons, Keke has rated at the top, alongside Piquet, Prost and Lauda, as one of the few true "aces" whose speed can consistently be relied upon to win races.

His qualifying performances in particular are second to none, as he has demonstrated this year with a car that was far from perfect even after the arrival of Honda's much-revised engine in mid-June. Who could forget Keke's





astonishing pole position this year at Silverstone, where he braved a track that was still damp to snatch an epoch-making 160mph lap?

Well, for Keke, there was nothing special or even memorable about that lap. A few minutes afterwards, when Anthony Marsh interviewed him about it on the public address system, the fans in the grandstands opposite were still tingling with pleasure at the sight of the Williams see-sawing through the chicane at 120mph. But Keke was off-hand. "*Actually, I thought my lap yesterday was better,*" he told Marsh. The fans in the stand were subdued, almost crushed, by this unenthusiastic response.

Keke himself admits that some of the pleasure has gone from racing for him. Where once the milestones of his career were represented by fast laps and smart overtaking manœuvres, now he measures success on a yardstick which seems to be calibrated in dollars rather than pole positions.

"*What is very disappointing to me is that I don't get as much satisfaction as I should from success, because I'm very hungry for success. When I get it, I take it in a day's stride and look at tomorrow. I've often discussed this with people who are close to me, and it's disappointing to me, too, if I don't get a 'high' if I win or I'm on a pole or whatever. It's just one thing that had to be done, and then you've got the next problem to face.*"

He was talking to me at Nurburgring, minutes after the end of the first qualifying session. Outside the Williams enclosure where we sat talking was the Scandinavian press contingent, itching to speak to Keke. I had the impression that he was happy to have escaped, albeit for a short period, from their urgent questions. I had warned him that GPI wanted to discuss his career on a more philosophical basis, and he was obviously happy to do so. He has a better command of our language than many native-born English speakers, and he was far from inhibited.

"*Take today f'rinstance. I don't know where I am on the final grid (in fact he was 4th), but I was 2nd when I left off. It means absolutely nothing. OK, I've done it as good as I could today, yes. But then I know that I didn't, because I know I made two mistakes on that lap, which I shouldn't have. But then I didn't try the quallies before, I'd never been on this type of tyre before in my life. How can I be satisfied? It was not a well-prepared effort, aiming for something that can be reached. It was just a bit of graffiti on a wall, done with a spray can, boom... not important.*"

Turning the question back, then, how can Keke be satisfied? Is it a question of cash, or of race wins? "*No, success is what satisfies you. Today it could be winning 100 marks from someone in backgammon... or finding 5p on the road... That can be very satisfying. Success can be 15th place on the grid when you know that the car should only have been 18th. It depends on how I feel about it. Do I feel it is a success, does it satisfy me? Has it satisfied my hunger for it? If it has, then good... and you can go moving up to the next challenge.*"

The indications are that Keke will be meeting that challenge with a new team in 1986. After four years with Frank Williams, the signs of his Finnish champion's restlessness are becoming more than obvious. It started over 12 months ago, with a dispute between Frank and Keke over the bad handling of the FW09 chassis. Keke claimed that it was insufficiently rigid, while Frank's engineers advised that the problem stemmed from the very sudden power delivery characteristics of the Honda turbo engine. Later, for example, Keke expressed his disgust at the appointment of Nigel Mansell as his number two. He has been equally contemptuous this year about the lateness of the new carbon-fibre FW10 chassis and the team's lack — at least until recently — of a development team.

Neither Keke nor Frank make any effort to disguise the fact that they had been in conflict. Both men say that it's over now, although that doesn't mean that there are no scars. "*I may be wrong, but I think it was a very one-sided thing.*" says Keke. "*Maybe it was caused partially by the pressure of everyone being so close to a total failure.*"

Frank Williams agrees that the relationship hit rock bottom during the winter. But he denies having made any concessions. "*We both realised that we had another year ahead of us, whether we wanted it or not. Certainly we wanted Keke to stay. In the last half of last year he had a very difficult time, like we did, because of our serious lack of competitiveness and never finishing races at all. But human nature being what it is, having seen that Honda had changed quite a lot of things, and knowing what they were going to do, we both went into the new year feeling optimistic about the new car.*"

On the other hand, Keke may never forgive Frank for letting former Williams team manager Peter Collins go to Toleman. Living far away in the sunny isolation of Ibiza, as Keke has done since leaving his Berkshire home in Cookham Dean two years ago, the Finn needed a close confidant inside the factory to keep him up to date on political and technical matters. Collins filled that role perfectly, but in July he quit in favour of Toleman when he was offered a job where he would be less overshadowed than he had been by Frank Williams and Patrick Head at Didcot. The wrath of Rosberg on this subject even descended at the Nurburgring on the innocent head of seven year old Johnathan Williams, Frank's son. "*The best team manager your father ever had,*" snapped Keke, "*I can't imagine why he was allowed to go.*"

Last year, when Frank signed Nigel Mansell to replace Jacques Lafitte, there were protests from the Rosberg direction. It was evident not only that Rosberg didn't rate Mansell as a driver but also that the Finn still felt bad about being blocked at Detroit by Mansell's luridly-driven Lotus. Perhaps Keke even resented the fact that the decision to take Mansell had been reached without any consultation with him.

Nine months later, Keke no longer

simmers with rage about his team mate. "*Well,*" he blurts out, "*I was stuck, wasn't I! So for me there were really two choices. Nothing was going to change in my situation. So am I going to make my life miserable, or not? And I decided I'd rather not. Which would just make me swallow a bit again. But as long as the sea water doesn't start spouting out of your ears you can keep on swallowing.*"

Is he able, now, to enjoy any kind of social relationship with Nigel? "*No, no. It's still not a love affair: we work together. I have no ideas of his qualities as a driver. But obviously they're very high, because he's signed a contract already for next year. The information flows from both directions: in one direction it comes like a corkscrew, the other way it comes linearly...*"

Has Nigel changed, perhaps? Does Keke see any difference in the Englishman's approach to racing since their well-publicised incidents last year? "*I have no idea what his attitude was before and how it compares now. I like to discuss the attitudes and talents of my colleagues as little with you as with the team. It's not my business to go and teach, or improve, or criticise, or even praise...*

"*Maybe we should discuss this a lil' deeper, because otherwise this interview is going to create a wrong impression. I get along very well with Nigel privately. He's perfectly OK. And we have a mutual basis (of understanding) privately, no problem. I think professionally we are not very close. And that's putting it in one sentence.*"

It's not as though Keke shuns relationships with other drivers. He enjoys the company of Niki Lauda, who is not only a close neighbour on Ibiza but also flies a version of the same Lear, albeit with a longer range. And Keke has other friends in racing: "*There's no harm in being close to another driver. Look I just flew on Tuesday to see Elio in Sardinia, spent a fabulous day with Elio, brought him back to Ibiza, then brought him up here to Germany. No, I think it's great, if you have the time and opportunity, to have that sort of relationship, especially if you feel there is a driver with whom you can communicate about something bloody else than racing.*"

Throughout his career, right from his karting days, Keke has insisted on being a fully-paid professional. When other drivers went out and found the money to race Formula 3, Keke was living in Germany, where he could eke out a living in Formula Super Vee. In later years, this isolation maybe cost him the chance of an earlier start to F1, for Keke had to take his chances with minor teams like Theodore, ATS and Wolf, before it amalgamated with Fittipaldi.

I was interested to know if this stubborn insistence on professional pay had stemmed from an attempt to model his career on another driver. "*If there was anyone whose career I followed with great interest, it was Ronnie (Peterson), because coming from the same corner of the world, knowing the same people I knew or got to know and because he came from go-karts. He was the first, and after that, sort of everyone came from go-karts. I was in that next bunch in which all others — Elio, Eddie, Patrese and all those others — were racing. I never raced against them in karts, because they were all younger. I only raced against Ronnie in the world championship. Well, it would be a bit wrong to say I raced against him. But I was in the same race.*"

When he joined Williams at the beginning of 1982, Keke was proud of the fact that the team "adopted" him from the moment that he set foot inside the factory. He bought the house of Cookham Dean and based himself in England for two years. Now, though, his life has changed. At the end of 1983, when he married Sina, his second wife, some of his priorities switched to Germany, her country. But he has now adopted Spain and Ibiza (still firmly pronounced German-style, as "*Ibiza*") as home.

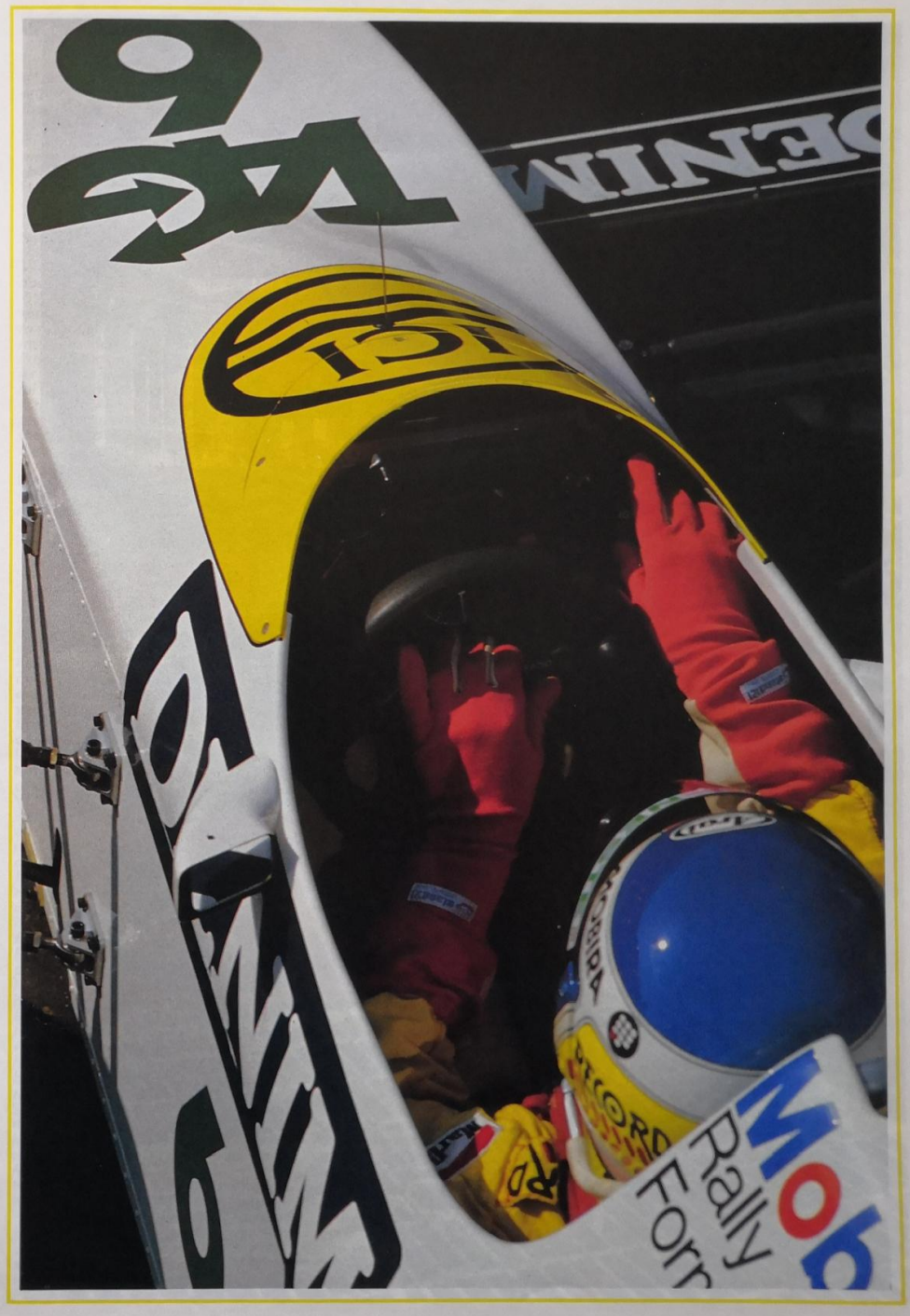
The house on abandoned farmland in Ibiza took a long time to get converted. It's remote but splendid, although mains electricity didn't get connected until last year. Keke's manager, Ortwin Podlech, has also moved to the island to run the management agency, europromotions, which they set up together. Even Keke's parents escape to Ibiza from the Finnish winters for longish periods. The permanent suntan which has been a trademark of Rosberg affluence since long before his 1982 world championship is now obtainable just outside the front door.

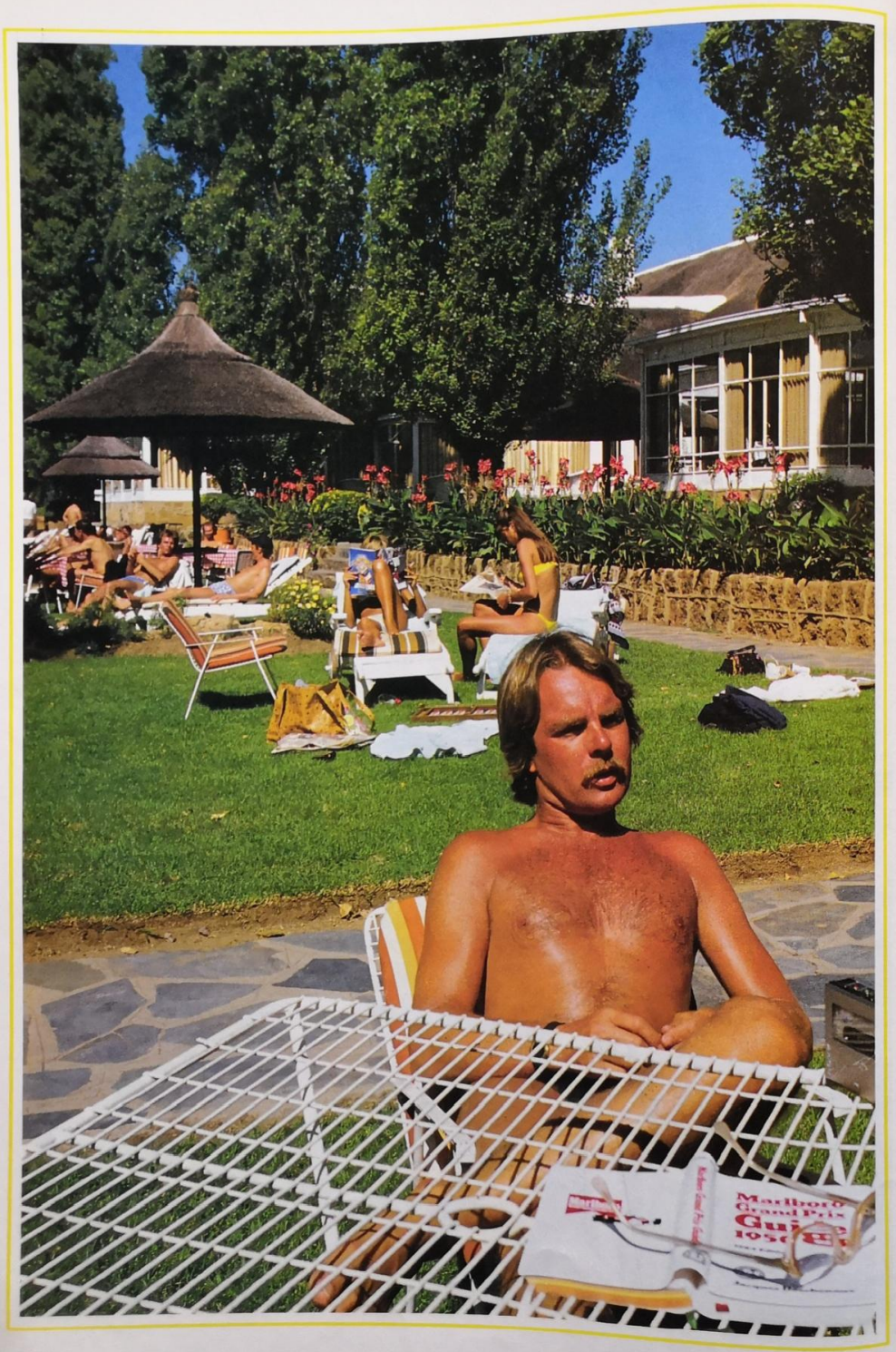
The flipside of the suntan and Jet-Ski life has inevitably been Keke's physical alienation from the Williams team. He has always been an intensely active person, and he says that his days on Ibiza, far from being spent in indolence, are occupied by business. "*Even when I'm home, I'm a busy man always. I must have at least 15 private projects on the go at any time,*" he says. But it is obvious that Frank Williams would prefer to see Keke walking through the factory door twice a week instead of getting reverse charge calls from his driver down a dodgy phone line at uncertainly intervals.

The important aspects of Keke's off-track activities these days tend to centre around his toys. Among the flashy cars he's owned in the past are an AC Cobra "replicar", a Ferrari 308 GTS and a Mercedes convertible trimmed out with so much white leather that it might have been destined for an episode of "Miami Vice". His latest acquisition is a Lamborghini Countach, although he spends a lot of time at home riding one or other of his motorbikes, a 750 Yamaha roadster and a 250 KTM dirt bike. He does admit that he has fads for different bits of transport.

"*Times change,*" he says. "*I mean, when I was a kid I used to enjoy my bicycle. Now I love riding one of the motorcycles. But people misread my enjoyment of the cars I've owned. I would say that I probably enjoyed my second hand five year old Mustang in 1970 as much as I enjoy my Lear jet now.*"

Those of us who fly scheduled airlines tend to regard racing drivers' executive jets as the symbol of conspicuous consumption in the fast lane. Keke, not





surprisingly, disagrees. "*Material things don't change anything in your life. I enjoy living as I live now, but I am sure that I would have enjoyed living my life at least as much, or maybe much more, if I was living at a totally different level. I mean, you're not born as a materialist, I definitely never was... or maybe I was.*" He says it as though the thought had only just occured to him.

The Lear was delivered last year, to replace the twin turboprop Citation which Keke had bought to celebrate his 1982 Championship. "*What speed does it do? I don't know, the red line is .82 mach. All jets are flying around that speed. It has a similar range and speed to a commercial jet: it just climbs much, much quicker, because it's so small. Probably the smallest so-called business jet which exists. And it's got fairly powerful old engines. It's much easier now with the jet than it was with a turboprop, because the flying time is much shorter and the plane is quieter. With the turbo prop last year, it was hard work.*"

But can he really justify a jet plane which costs the thick end of two million quid, not to mention the fuel bills and the salary of a fulltime pilot? Surely it would hardly be a sacrifice to live near a major international airport, like the many F1 driver/tax exiles who make their homes in Monaco? "*I would still need an airplane. Simply because if you consider the amount of flying that I do, it would be totally impractical and impossible to do it on commercial aircraft. Also, you have to consider the hobby element. Every man should have a hobby. Well, I don't have the time to go and ski all the year round, or to go on a sun holiday. But I have a chance to fly to my work, and to enjoy my hobby on the way.*"

In June, Keke and Sina celebrated the birth of a son, Nico. The child's arrival coincided with the sudden upturn in Williams-Honda fortunes that began with the Detroit victory. But Keke has already decided that he won't encourage his son to race. "*It's a fantastic way of life, but it is dangerous. Also, I think the chance of failure is too big in motor racing to waste your life on becoming a racing driver. I have a lot of friends who had to turn their backs on racing in one form or another because they faced a financial situation in which it was not possible for them to carry on any longer. I have one particular friend, a Finn, who had to pack it all in. And on a higher level there was Chico Serra, who was my team mate at Fittipaldi. Chico was a very under-rated driver. In my opinion his F1 career was wasted, thrown away, because he didn't have an opportunity to show what he was capable of doing.*"

So what ambitions does Keke have for the infant? "*I'm planning to partner him in a pro-am golf tournament when he's already made his first million as a professional...*"

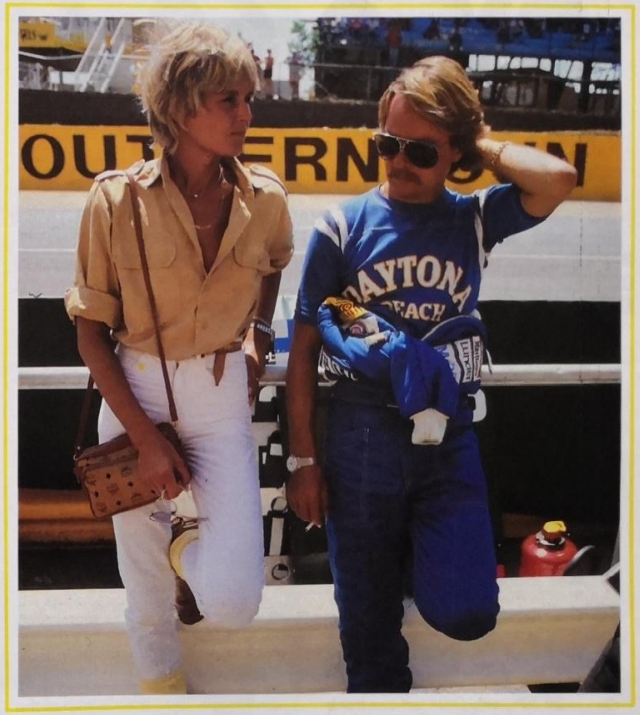
Nevertheless, Keke himself says that he has no plans for immediate retirement. "*I'm not thinking of giving up racing. I have always said that the reason why one day one decides not to race anymore, the highest factor, is the travelling. I mean, I haven't made the decision, but I've always thought, from the beginning, that probably one day the travelling is going to get you. A very good example is from looking at next year's calendar. The calendar, I think, goes something like Brazil/Australia/Japan: something totally outrageous. It would be too good, of course, if it happened as it is planned. Especially the long travel — it's heavy. Just as much for a journalist who's done it for a long time as it is for a driver. It's hard work, bloody hard.*"

Currently, Keke is talking with other teams about his future, and it's a future that still embraces driving. The two teams with which his negotiations are furthest advanced appear to be Ferrari and McLaren. Both would present problems, because — unlike Frank Williams — they do not allow their drivers the freedom to negotiate deals on the side with personal sponsors. And Keke would not be happy to give up publicity space on his overalls, on which even a tiny cloth patch can cost an advertiser £30,000.

I asked Frank himself if he believed that business was becoming more important to Keke than racing. "*No more important,*" says Frank: "*It always has taken up a greater proportion of his time than perhaps any other driver's, and we have to live with that. I don't think it has particularly affected the effort he puts into racing. I don't think he's become any more serious or intense, or less so, about racing: it's always been a mix of the two.*"

Does Frank believe that his driver is beginning to wind down his career and think about retiring? "*I think it's been on his mind for a couple of years, actually.*" Yet Keke, perhaps with the prospect of a new team in mind, now appears to be veering away from the retirement which might seem logical when one bears in mind that he is already one year older than his chum Lauda.

Keke has logically considered the dangers of his profession, of course. "*If a driver wasn't concerned about the speeds on certain tracks, he's got to be a lunatic. On the other hand, you've got to admit that speed and Formula 1 have always been connected. So somewhere between those two things is the real proof of what the situation is. But the risk element of racing doesn't increase: it's always been there, it's always the same. I think, if anything, it decreases with your experience, because with your experience you can eliminate a lot of dangers, mechanical dangers or driving dangers.*"



And Frank agrees that the thoughts of danger have never interfered with the effort that Keke puts into the task of delivering a race-winning performance once he's in his car. "*In his defence, I would say that when he's in a racing car he's your original 100 per cent man. A bit like Ronnie, a bit like Jochen (Rindt): when he's in the car he truly knows only one speed, and that is the limit.*" ■

THACKWELL MAKES IT BY 0.63s!

NEW ZEALANDER MIKE THACKWELL SCORED HIS THIRD F3000 WIN OF THE SEASON AT ENNA AFTER A TOUGH AND EXCITING RACE. PIRRO WAS THE VICTIM OF A SLIGHT ERROR WITH HEAVY CONSEQUENCES WHILST LEONI, DANNER AND GROUILLARD WERE ALL EXTREMELY UNLUCKY.

Fifteen cars turned up at the Sicilian round with Philippe Streiff driving the Lola in replacement of Johnny Dumfries, away testing with Ferrari that weekend. Frenchman Alain Ferté was absent too, and his seat had been taken over by Lamberto Leoni as his Williams PMC team hadn't made the trip over.

Mike Thackwell wasted no time in putting in the fastest qualifying time on race tyres in 1m 29.8s during the morning session. As the heat grew in intensity during the afternoon, he slipped on his qualies and improved to obtain a pole position time of 1m 29.52s, only 0.04 off the track record which he himself established last year, again at the wheel of his Ralt-Honda.

Emmanuele Pirro went to Enna a week early for testing and his car was fitted with a large rear wing and no front spoiler. Despite some hard driving he had to be satisfied with second fastest qualifying time.

Germany's Christian Danner only managed to get in a few laps during practice as his problematic ignition box kept him in the pits for most of the time.

Leoni obtained 4th fastest time, ahead of Kaiser and Capelli. Surprisingly, Thackwell's team mate, John Nielsen from Denmark, was on the fourth row of the grid, his chassis wasn't set up to his liking for the track and it was his first time there.

Once again, the protagonists of what turned out to be a truly thrilling 9th round to this year's F3000 European Championship were Mike Thackwell, Lamberto Leoni, Christian Danner and Emmanuele Pirro. Thackwell was lying 4th on lap 36 of the 40-lap race and his heroic fight to victory is one spectators will remember.

Leoni was first off the line and led the race for 17 laps at the wheel of his March 85B until he was forced into retirement when a plastic bag stuck itself neatly onto the air inlet of the oil radiator. Exit the unlucky hero of the day. Meanwhile, Christian Danner from Germany had been looking superb and was in command of the race until lap 37. His car dramatically slowed when the fuel feed system started playing up and his leadership was taken over by Thackwell, with Pirro hotfoot right behind. Danner went on to finish 3rd.

Italy's Emmanuele Pirro had got his March set up correctly for fast top speed down the straights on the Sicilian track but the car was not handling at all well through the twisty portions. An off on lap 11 made sure he could not exploit his aerodynamics to the full. Yet another unlucky man that hot July weekend was Olivier Grouillard. He was sitting comfortably in 3rd position with only four laps to go but he, too, had to pull out of the race with fuel feed problems.

With another five rounds left to the Championship crown, Thackwell was leading the European series five points ahead of Danner and six ahead of Pirro. ■

Mike Thackwell

F3000 STARTING GRID

1. Thackwell Ralt RB-20-3 1m29.52s B	2. Pirro March 85B-3 1m29.87s A
3. Danner March 85B-8 1m30.21s B	4. Leoni March 85B-15 1m30.65s A
5. Kaiser March 85B-7 1m30.77s A	6. Capelli March 85B-13 1m30.92s B
7. Santin March 85B-10 1m30.95s B	8. Nielsen Ralt RB20-2 1m31.13s B
9. M. Ferté March 85B 1m31.20s A	10. Tarquini March 85B-11 1m31.21s B
11. Hytten March 85B-4 1m31.53s	12. Grouillard March 85B-6 1m31.58s
13. Dacco March 85B-9 1m31.97s B	14. Fangio March 85B-16 1m32.05s A
15. Streiff Lola T950-4 1m32.67s	

B : Bridgestone tyres
A : Avon tyres

RETIREMENTS

Lap 6: Streiff, transmission; Fangio, accident. Lap 9: Ferté, accident; Kaiser, accident. Lap 19: Nielsen: engine overheating. Lap 18: Capelli: engine failure. Lap 31: Leoni, engine failure.

F3000 CHAMPIONSHIP POINTS (After Enna)

1. Thackwell 39 points; 2. Danner 43 points; 3. Pirro 33 points; 4. Nielsen 25 points; 5. M. Ferté and Tarquini 14 points; 7. A Ferté 9 points; 8. Grouillard 7 points; 9. Dacco 5 points; 10. Streiff and Leoni 4 points.

FINAL RESULTS July 28, 1985

1. Thackwell (Ralt RC 85) 40 laps in 1 hour 01m 50.99s, at an average speed of 191.664 kph; 2. Pirro (March 85B) 1 hour 01m 51.62s; 3. Danner (March 85B); 4. Tarquini (March 85B); 5. Hytten (March 85B); 6. Dacco (March 85B); 7. Santin (March 85B); 8. Grouillard (March 85B) 37 laps.

Race Lap Record: Danner in 1m 31.29s at an average speed of 195.202 kph on lap 27.

GERMAN GRAND PRIX

ALBORETO LORD OF THE 'RING

WHEN ALBORETO ARRIVED AT THE 'RING HE KNEW HE COULD GET WITHIN CLOSER REACH OF THE WORLD F1 CROWN, WITHOUT NECESSARILY INCREASING HIS POINTS LEAD SUBSTANTIALLY ON IMMEDIATE RIVAL, ALAIN PROST. NOW WE KNOW IT'LL BE EITHER ONE OR THE OTHER...

by Patrick Camus

TEAM BY TEAM

The Nürburgring was once considered the most challenging circuit the world had to offer to test men and machinery. Today, the track which ran for fourteen miles through the Eifel mountains now only covers 2.88 miles. Spectators are kept a long way back from the new track which is often described as being bland and featureless by nostalgic enthusiasts. Long-term safety was uppermost in the designers' minds when they transformed the former road circuit into a highly exacting, quick and tricky track, comprising sweeping curves, two chicanes, two hairpins and a shortish straight. Nelson Piquet established the 1984 track record at a speed of 184.656 kph/122.184 mph.
Drivers must be smooth with their driving and precise. Technically, the cars must be perfectly set up in all respects. Despite appearances, the 'Ring is in fact hard on the brakes.
Not many important changes had been made to the various teams' cars for the 9th round to the World Championship with the exception of rearwings designed to produce higher down force.

And it was Brazil's Ayrton Senna who led the field off the line and into the first turn. Notice Alboreto (Ferrari No 27) smoking his tyres

McLAREN
New rear suspension units were expected for the German Grand Prix but instead there were new brake calipers! McLaren had machined their alloy calipers around carbon fibre SEP discs in order to further cool the pistons and brake fluid. On Friday, however, this new system was discarded in favour of the old one.

TYRRELL
As originally planned, Brundle went back to using the two normally-aspirated 012/ Cosworths and Bellof had the two 014/ Renaults for his home Grand Prix. Hopefully, both drivers should have turbo power for the Dutch round as well as a spare car. The end of the Cosworth era will then have dawned...

WILLIAMS
Frank Williams and his team did not go to the two-day pre-race testing session at the'Ring. Instead, the British team went to Zeltweg with Keke Rosberg to prepare for the Austrian round.
For the Nürburgring, the three FW010s featured modified clutches, following the problems encountered at Silverstone. The very powerful Japanese engine had been fitted with a new engine inlet manifold.

BRABHAM
Piquet put in the fastest pre-race testing time of 1m17.53s, almost two full seconds faster than either Senna or de Cesaris. The Brazilian's BT54 was fitted with a hefty looking rear wing, even the rear view mirrors were moved to the front of the sidepods.

RAM
Team manager John Macdonald didn't get the electronic injection system he had been hoping for to solve his problems. Brian Hart's electronic device can only be used with an onboard computer which, of course, the British team do have in their possession. Engineer Gustav Brunner has been working on a new development which will be revealed at the Dutch GP. Meanwhile, the reason to 10 Hart engine failures is being traced with the help of a data logger, a system made up of eight sensors which register information concerning the engine, ignition, revs, etc. Only the spare car featured the wires.

LOTUS
Since the aerodynamic settings on the 97T were almost perfect for a circuit like the 'Ring, they were not modified. There was an onboard radio so that the drivers could talk to the pits whilst out on the track.

RENAULT
Renault entered a third RE60 for Frenchman François Hesnault which was fitted with a TV camera to provide live coverage of the race. The car was powered by a "standard" 60/4 unit whereas Tambay and Warwick had three B versions of the RE60.

ARROWS
Technical manager Dave Wass was back to the circuits after testing at the wind tunnel. His cars were fitted with new rear and front wings, the bodywork was more "waisted" to the rear and there were two Lotus-type mini wings (which nearly all teams are now using) to the front.

TOLEMAN
Fabi proclaimed there was little the team could do to improve the chassis on his car, it was almost perfect! Development continues on the engine and on the electronic injection first seen at Canada.

ALFA/EURORACING
Alfa team manager il Signor Pananello went to the 'Ring as he went to Silverstone with the 1985 185Ts and two old 184Ts which had been revised aerodynamically. Last year's front suspension units were also fitted.

OSELLA
There were no modifications to the Osella but Ghinzani was without cash and consequently without a drive. Dutchman Huub Rothengatter had been called in to replace the Italian. Will he be able to save the Italian team's honour before the end of the year?

LIGIER
Front streamlined winglets were mounted as before and the "periscope" type turbo inlets were also back.

FERRARI
Following the problems encountered with the two new chassis at the French GP, the Scuderia had gone back to using the classical 156/85. The inner air circulation had also been revised in order to improve the air supply to the intercoolers.

MINARDI
There were no modifications to either of the two chassis available.

ZAKSPEED
The 6-speed gearbox had been kept for the Nürburgring but there was no sign of the electronic injection system previously sighted at the British GP for a few laps.

ANALYSIS

ALBORETO AND PROST FIGHT FOR 1985 CROWN

Michele Alboreto scored a magnificent win for Ferrari at the Nürburgring, ahead of McLaren driver Alain Prost. It was cold and miserable at the German round but spectators were kept busy cheering the plentiful fights waged throughout the 27-strong field for all of 67 laps.
After the race, the winner admitted that the path to the 1985 F1 World title is still long and treacherous with another five rounds yet to be contested. "*I think it was a very good race for everybody and especially for Ferrari as we have increased our lead on the championship table,*" said Alboreto. "*What we have to do now is to win as many of the remaining races as we can. I don't want to think too much about the title. If it happens, it happens. I think my engine was the fastest, it was definitely faster than the McLaren but the chassis wasn't very well set up, because of the rain we didn't have time during practice.*"
During the race, Alboreto's engine was letting out puffs of ominous bluish smoke. Was Michele aware of it? "*I don't know because I was looking in front of me and not behind!*" grinned the Italian. "*I had absolutely no indication of anything being wrong, my pressures were good, the temperatures and everything else.*"
How did he manage to fend off de Angelis for so long? "*His chassis was better than mine but my engine was more powerful. I found it much harder to keep Prost behind me. The night before the race I was worrying a lot. I was starting from really far down the grid. I kept thinking of how I could forge my way up to join the front runners. In my haste to make a good start I hit Johansson. I left my braking a bit late and I got my team mate. I honestly didn't mean to and I really regret having done so.*"

JOHANSSON: "I FOUGHT MY WAY UP REALLY HARD UNTIL I SPUN, WHICH CALMED ME A BIT"

Understandably, Stefan Johansson has had enough of being bashed into; remember the incident at Copse, Silverstone when Tambay ruined his chances on lap 1. The Swede was sitting on the outside of the first row, alongside Teo Fabi and he really thought he stood a chance of winning this Grand Prix. "*It wasn't Michele's fault. I know that, but all the same. I made a quick pit stop to get my right rear wheel changed and I rejoined the race well and truly in last position. I fought my way up really hard until I spun, which calmed me down a bit.*" It must be mentioned that Stefan did in fact work his way up brilliantly to an extremely creditable 7th place.
Sad not to have won but glad to have scored the six points that go with 2nd place after an impressive spin during the closing stages on lap 58, Alain Prost reflected upon his championship points tucked away for safe keeping. "*I am disappointed but Alboreto drove very well and there's nothing I can add. I wasn't very lucky, though. Firstly, Fabi flunked his start and held me up and secondly although my chassis was better than the Ferrari's, the engine wasn't right. I don't know why, there was no power and a lot of throttle lag. I couldn't get past him. The engine began misfiring during the warm up and after the race, I still had fifteen litres of fuel left which proves my point. I pushed Alboreto ard all through the race. I was waiting for him to make an error or wear his tyres. But then, I ad brake problems which is why I spun.*"

Stefan Bellof had the turbo Renault Tyrrell for his home Grand Prix and crossed the line in 8th position

Dutchman Huub Rothengatter was called in to drive the Osella

What happened? "*I pushed so 'ard for the previous five laps in order to keep in touch with Alboreto. Then the brake pedal went a lil'soft. I'ad a problem to get a gear in quickly and I'ad too much brake on the rear, so I spun. that can 'appen.*"

PROST: "I AM DISAPPOINTED BUT ALBORETO DROVE VERY WELL"

Prost came away with second place, which is quite lucky compared with drivers such as Rosberg and Senna. "*Yes, but I would have preferred to finish 2nd behind Rosberg rather than Alboreto which is why I am disappointed. Anyway, in a way it's good because now it means that we've outdistanced our rivals in the championship points table and it should be either one of us that gets the crown at the end of the year.*"
Guy Ligier and his team were all looking

cheerful with veteran Jacques Laffite's second 3rd placing on the trot and so were the Arrows team with Boutsen's 4th place. "*What a race I had with Laffite!*" exclaimed Belgian driver Thierry Boutsen. "*He got past me when my tyres were completely worn. Once I'd stopped for fresh tyres, I got back into the pace of the early stages. The car was great.*"

LAFFITE: PEOPLE KEEP SAYING I'M OLD. I'M NOT. I WISH THEY'D UNDERSTAND IT'S ALL IN THE MIND"

Back at the Ligier motorhome, champagne corks were popping left right and centre. "*Hey, boys,*" called Guy Ligier, "*Just as well we've got'ol Jacques here with us. At least he saved my engine supplier's honour and just when they'd declared I wouldn't be getting any more engines next year!*"
Forty one-year old Laffite was over the moon. "*People keep saying I'm old, but I'm not. I wish they'd understand that it's all in the mind, it's not a problem at all. The car was good, it was slightly understeering towards the end. Of course it's not as good as the McLaren, it's a bit down on power and the chassis is being improved upon. Ligier is working on those problems now. I started closing in on Alboreto and Prost at one point and I'm sure if I hadn't started from so far down the grid I could have run with them.*"

QUALIFYING
FABULOUS FABI!

It could have been the month of November instead of the first friday in August. Dark clouds were building up and a cold wind was blowing with the temperature at about 15°C. The weathermen had forecast rain for Saturday which meant that the teams would have to go for their starting grid positions during the first timed practice session on Friday afternoon.
Sensation of the weekend was Teo Fabi and the Toleman team. The little Italian dressed in Benetton-green scored the British Toleman team's first ever pole position. Shy, quiet-voiced Fabi had previously impressed at Silverstone a fortnight earlier but at the Nürburgring he was fastest during both of Friday's sessions and by over a full second on second fastest man of the day, Johansson in the Ferrari. There's nothing like a solid pole position to suddenly become the focus point of the media. The taste is almost as sweet as victory! Especially for Brian Hart who designed the engine. Everyone was looking happy in the Toleman pits. What had they done to the car since Silverstone? "*Nothing,*" grinned Hart, looking as excited as a father to be. "*Nothing at alll!*"
On Saturday, it rained which meant that Fabi's pole was safe. "*I was hoping it would rain,*" said the angelic baby-faced Teo. "*It's my first F1 pole-position. I also obtained pole-position at Indianapolis two years ago. It's never easy to get pole, but I think that F1 is more competitive.*"
Did he feel confident that he would have kept pole if it hadn't rained on Saturday? "*There was a little more to come not much! But I don't know about the others. Our engine is not as powerful as some others for qualifying but for the race we feel confident. We'll be using a 5-speed gearbox and the gearbox problems encountered at Silverstone have been solved. We'll down our fuel consumption tests during the warm up!*"

FABI: "IT'S MY FIRST FORMULA ONE POLE POSITION"

Despite the heavy rain during Saturday's timed session, Fabi went out for a few laps in the spare car. Just before he entered the pits straight coming out of the last right hander for the first time, his rear tyres lost their grip, and the car aquaplaned right across the track and headed straight into the armco barrier. It bounced back onto the road and spun impressively two and a half times. The nose cone was damaged under the impact but that evening a new chassis arrived from Toleman's Witney base.
Ferrari was in trouble during qualifying. Johansson managed to snatch 2nd fastest time with only minutes to go on his second set of qualies and Alboreto had to make do with 8th, 0.5s off his team mate. Both drivers had a heavy testing session on schedule during the morning session: engine testing for the Italian and chassis testing for the Swede. They swopped information during the break and Johansson asked for the ride height of his chassis to be changed when he heard Alboreto's comments. "*The ride height was only lowered at the end of the session, but by then I had already used my second set of qualies, so it was too late,*" was Alboreto's comment as to why he hadn't been faster.
Alain Prost was kept in the pits with "spongey" brake problems whilst trying the new brake system (see Team by Team). He did all his testing on hard tyres and when he went out on qualies was 2nd quickest until bumped by Johansson at the last minute. "*I'm pleased with being 3rd since I spent most of the time in the pits adjusting the chassis.*" The frenchman also tested vertical turning tunes on Friday which were not kept for the race.

Nelson Piquet was held up by a snapped throttle cable on the spare Brabham used for qualifying and the mechanics changed the turbo from the spare car onto the race car. Was it quicker than changing a cable? However, the qualifying turbo was not compatible with the race engine's electronics and the former World Champion found himself in 13th position on the grid.
Minardi driver Pier Luigi Martini had a nasty scare during the morning. "*I must have been doing about 200 kph,*" explained Martini, his hair tousled. "*Just as I came out of the "S" bends I suddenly felt the rear suspension collapse. The rear wheel had come loose and fell off. The car flew into the air and landed on the gearbox, spinning twice. I was incredibly lucky. I've just got a somewhat painful back but otherwise I'm OK.*"
Courageously, the Italian went out in the spare car but the engine blew almost immediately, which meant he was starting the race from the last row.

MARTINI: "AS I CAME OUT OF THE S BENDS, THE REAR SUSPENSION COLLAPSED. THE CAR FLEW INTO THE AIR AND LANDED ON THE GEARBOX, SPINNING TWICE"

In the Renault camp, the news was fairly good for the Lotus team, 5th and 7th times for Senna and de Angelis respectively, but for the Régie drivers it was not so hot. Derek Warwick was left stranded on the track when his rear right suspension went and he obtained 20th time whilst team mate Tambay had an oil leak. When he went out in the spare car fitted with the race EF15 engine, 4th gear blew, and the Frenchman had to be content with 16th. It's going to be difficult finding sponsors next year!
Keke Rosberg, Nigel Mansell and the Williams team didn't go to the Nürburgring pre-race testing session when Piquet had set the fastest time. They had to concentrate on setting their cars up during practice. They also had new Goodyear qualifying rubber which, like the other Goodyear-shod teams, they hadn't tried before. Rosberg was 4th fastest, 0.6s shy of Prost and only 0.1s quicker than Senna, with mansell 10th fastest. ■

Niki Lauda (McLaren No 1) found himself jostled whilst Alboreto (Ferrari No 27) forged ahead determinedly

Sensational during qualifying, Teo Fabi made the very best of his Hart engine, Pirelli tyres and Toleman chassis to obtain his and Toleman's first F1 pole position

It was still very cold and overcast on race day but it didn't look like rain. A good crowd of 67 000 had come to brave the elements, warmly wrapped up against the icy wind. And this was the month of August!

The show started on shedule at 2.30pm and when the starter switched on the green light, pole man Teo Fabi raised his hand, indicating something was amiss. It was a dragging clutch. The Toleman driver had to keep his foot on the brake to stop the car from going and when the light went green he very slowly got off the line causing a moment of panic behind him. Johansson, Rosberg and Senna shot ahead with the Brazilian leading the Finn into the first turn. Alboreto, in his effort to compensate for his "lowly" 8th grid slot, uncharacteristically left his braking late and jabbed team mate Johansson. The Swede limped back to the pits to get his rear right wheel changed. Ahead, Rosberg got past Senna before the end of the opening lap and lost no time in extending a little daylight between himself and the Lotus driver. Behind the leading pair came a trio comprising Alboreto and de Angelis, in close formation and Prost, two lengths behind. The three men drove together for a good forty laps, careering round the German track at a furious pace.

On lap 8, Rosberg was still being shadowed by Senna and 3-train leader Alboreto was 5.8s behind. Nigel Mansell had guided his Williams past Piquet and was lying 6th, but 11s behind the leader of the pack. Teo Fabi had made up for his unfortunate start and was right under the Brabham's gearbox, continually pointing his nose and threatening Piquet. Boutsen was being pushed by a determined Lauda, followed by Laffite, Tambay, Cheever, Berger and Bellof. In the space of those eight laps, a surprisingly high number of retirements had been made. De Cesaris had pulled out when team mate Laffite harpooned him at turn one, just like the Alboreto/Johansson incident. Zakspeed driver, Jonathan Palmer was back in the pits with a dead battery. Alliot, Winkelhock and Hesnault had all quit out on the track.

10 LAPS

Rosberg 14m 19.840s; Senna 14m 21.017s; Alboreto 14m 26.945s. De Angelis 14m 27.174s; Prost 14m 27.776s; Mansell 14m 31.987s; Piquet 14m 34.193s; Fabi 14m 34.610s; Boutsen 14m 36.093s; Lauda 14m 38.054s; Laffite 14m 40.194s; Cheever 14m 47.951s; Berger 14m 48.295s; Bellof 14m 50.025s; Surer 14m 53.137s; Tambay 14m 53.899s; Warwick 14m 54.806s; Martini 15m 28.923s; Rothengatter 15m 35.157s; Brundle 15m 36.655s; Johansson 15m 38.599s.

By lap 9, Ayrton Senna had made up ground on Rosberg and on lap 16, When Surer retired with engine failure, the Lotus dived past the Williams and pounded away, building up a comfortable cushion of 2.29s by lap 20. Was this going to be Ayrton's lucky break after his many engine failures this year? No. Rosberg resumed command of the race for another eleven laps. The furious three, Alboreto/de Angelis/Prost, were still tightly bunched and closing in on the Finn steadily. On lap 40, the trio became a duo when the Lotus driver, sandwiched between the Ferrari and the McLaren, retired with a blown engine.

20 LAPS

Senna 28m 32.944s; Rosberg 28m 35.238s; Alboreto 28m 41.934s; De Angelis 28m 42.304s; Prost 28m 43.680s; Mansell 28m 49.654s; Piquet 28m 51.594s; Fabi 28m 52.270s; Boutsen 28m 52.914s; Lauda 28m 53.841s; Laffite 28m 56.049s; Cheever 29m 14.452s; Berger 29m 14.995s; Bellof 29m 20.430s; Warwick 29m 27.752s; Warwick 29m 27.752s; Johansson 29m 48.050s; Tambay 19 laps; Martini 19 laps; Rothengatter 19 laps; Brundle 19 laps.

Not very encouraging news for the Renault-powered teams... Warwick deserted the platoon when the ignition began playing up. Tambay spun out, so no trouble with the engine there. Senna, Hesnault and de Cesaris were now all out of the running which only left Laffite and Bellof still with any chance of saving the Régie's honour.

Jacques Laffite had been engaged in an exciting dice with Thierry Boutsen for a number of laps and when de Angelis pulled out he was instantly promoted to a place in the points. Once he'd got ahead of Thierry's Arrows, he jumped straight into 5th! The "veteran" then had Nigel Mansell next to gobble up on the menu. A tasty morsel, but one which couldn't be swallowed easily.

30 LAPS

Rosberg 42m 52.007s; Alboreto 42m 56.348s; De Angelis 42m 56.847s; Prost 42m 57.420s; Mansell 43m 04.559s; Lauda 43m 05.488s; Boutsen 43m 10.739s; Laffite 43m 11.056s; Berger 43m 42.973s; Bellof 43m 56.156s; Cheever 44m 11.480s; Fabi 29 laps; Martini 29 laps; Rothengatter 28 laps; Brundle 28 laps.

Sweden's Stefan Johansson had been displaying some impressive talent in his charge up the field from last position following his pitstop to get a rear wheel changed on lap 1. His aggressive determined driving soon had him up in 17th place on lap 19, and then to 10th on lap 32 and 9th on the following lap. By lap 45, he was tailling Berger powering along in 7th position! As if they had become one, Alboreto and Prost both got round Rosberg in the turn leading into pits straight. A daring move. Rosberg found himself flung over to the outside, the finn turned his steering wheel skillfully to avoid spinning, and then followed in the wake of the new leading pair.

The furious three of the race. Alboreto (Ferrari No 27) ahead of de Angelis and Prost (McLaren No 2) kept the crowds on the edge of their seats for all of forty laps

Thirsty work this Grand Prix business. Cheers Laffite!

In the hot of the action, Belgium's Thierry Boutsen (Arrows No 18)

The mid-field runners had thinned out as Fabi retired when his engine cut out. New Osella driver Rothengatter and Alfa Romeo driver Cheever also stopped with engine trouble.

40 LAPS

Rosberg 57m 05.696s; Alboreto 57m 07.869S; De Angelis 57m 08.723s; Prost 57m 09.108s; Mansell 57m 20.279s; Laffite 57m 23.788s; Boutsen 57m 25.954s; Berger 58m 04.258s; Johansson 58m 10.666s; Cheever 58m 25.634s; Bellof 39 laps; Lauda 39 laps; Martini 38 laps; Brundle 38 laps.

Mansell's white and yellow car wasn't looking as healthy as in the early laps. Ligier man Laffite darted ahead of the British driver. Not to be outdone so easily, Mansell grabbed back his rightful spot only to have to give in on lap 59, the Honda engine really down on power this time. Ahead of the plucky Frenchman, there was no more Rosberg. The Finn had fallen victim to a leak in the brake system and retired on lap 62, which left Laffite a place on the rostrum steps.

50 LAPS

Alboreto 1 hour 11m 19.924s; Prost 1 hour 11m 21.336s; Rosberg 1 hour 11m 29.474s; Mansell 1 hour 11m 38.386s; Laffite 1 hour 11m 38.729s; Boutsen 1 hour 11m 48.942s; Johansson 1 hour 12m 26.708s; Berger 1 hour 12m 31.212s; Lauda 49 laps; Bellof 49 laps; Martini 48 laps; Brundle 47 laps.

Leader Alboreto was being reeled in by Prost in the McLaren. On lap 57 he was only 0.59s shy of the Ferrari. Victory was so near and yet so far. Prost's onboard computer informed him that he had more than enough fuel left to go out and snatch the lead. That day, the McLaren wasn't showing its usually impeccable form, especially the brakes. As the rear wheels locked in the turn before the pits, the red and white car spun impressively twice.

60 LAPS

Alboreto 1 hour 25m 25.717s; Prost 1 hour 25m 46.378s; Mansell 1 hour 26m05.846s; Laffite 1 hour 26m 06.271s; Rosberg 1 hour 26m 24.678s; Boutsen 1 hour 26m 30.289s; Johansson 1 hour 26m 47.874s; Lauda 59 laps; Berger 59 laps; Bellof 59 laps; Martini 57 laps; Brundle 56 laps.

Prost used his skills to prevent the engine from stalling but all hope of a win was out of the question. He resumed his pursuit of Alboreto but had lost a good 14s in the incident. The Italian went on to notch up his second win of the season after a sensational German Grand Prix.

LAP BY LAP

F1: GERMAN GP

GRID POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	19	28	2	6	12	7	11	27	22	5	8	1	26	25	18	15	17	23	3	16	10	9	14	30	24	4	29
Lap																											
1	6	12	27	11	2	7	5	19	22	26	18	1	23	15	17	8	16	3	9	10	30	4	29	24	14	28	25
2	6	12	27	11	2	7	5	19	22	26	18	1	23	15	17	3	8	16	9	10	30	29	4	14	24	28	
3	6	12	27	11	2	5	7	19	22	18	26	1	23	15	17	3	8	16	9	30	29	4	14	24	10	28	
4	6	12	27	11	2	5	7	19	22	18	1	26	23	15	17	3	8	16	9	29	30	14	24	4	28	10	
5	6	12	27	11	2	5	7	19	22	18	1	26	23	15	17	3	8	16	9	14	29	30	24	4	28	10	
6	6	12	27	11	2	5	7	19	22	18	1	26	23	15	17	3	8	16	9	14	29	30	24	4	28	10	
7	6	12	27	11	2	5	7	19	18	1	26	23	15	17	3	22	8	16	9	14	29	24	4	30	28	10	
8	6	12	27	11	2	5	7	19	18	1	26	15	23	17	3	8	16	9	22	14	29	24	4	28	10	30	
9	6	12	27	11	2	5	7	19	18	1	26	15	23	17	3	8	16	29	24	4	28	22	14	9	10		
10	6	12	27	11	2	5	7	19	18	1	26	23	17	3	8	15	16	29	24	4	28						
11	6	12	27	11	2	5	7	19	18	1	26	23	17	3	8	15	16	29	28	24	4						
12	6	12	27	11	2	5	7	19	18	1	26	23	17	3	8	15	16	29	28	24	4						
13	6	12	27	11	2	5	7	19	18	1	26	23	17	3	8	15	16	28	29	24	4						
14	6	12	27	11	2	5	7	19	18	1	26	23	17	3	15	8	16	28	29	24	4						
15	6	12	27	11	2	5	7	19	18	1	26	23	17	3	15	16	8	28	29	24	4						
16	12	6	27	11	2	5	7	19	18	1	26	23	17	3	15	16	28	29	24	4	8						
17	12	6	27	11	2	5	7	19	18	1	26	23	17	3	15	16	28	29	24	4							
18	12	6	27	11	2	5	7	19	18	1	26	23	17	15	3	16	28	29	24	4							
19	12	6	27	11	2	5	7	19	18	1	26	23	17	15	3	16	28	29	24	4							
20	12	6	27	11	2	5	7	19	18	1	26	23	17	3	16	28	29	24	4	15							
21	12	6	27	11	2	5	7	19	18	1	26	23	17	3	16	28	29	24	4								
22	12	6	27	11	2	5	7	19	18	1	26	23	17	3	16	28	29	24	4								
23	12	6	27	11	2	5	7	19	18	1	26	23	17	3	16	28	29	24	4								
24	12	6	27	11	2	5	19	1	18	26	23	17	3	16	28	29	24	4	7								
25	12	6	27	11	2	5	19	1	18	26	23	17	3	28	16	29	24	4									
26	12	6	27	11	2	5	19	1	18	26	23	17	3	28	29	24	4	16									
27	6	27	11	2	5	19	1	18	26	12	23	17	3	28	29	24	4										
28	6	27	11	2	5	19	1	18	26	23	17	3	28	29	24	4	12										
29	6	27	11	2	5	1	18	26	19	17	23	3	28	29	24	4											
30	6	27	11	2	5	1	18	26	17	3	28	23	29	24	4	19											
31	6	27	11	2	5	18	26	1	17	3	28	23	29	24	4												
32	6	27	11	2	5	18	26	17	3	28	23	1	29	4	24												
33	6	27	11	2	5	18	26	17	28	3	23	1	29	4	24												
34	6	27	11	2	5	18	26	17	28	3	23	1	29	4													
35	6	27	11	2	5	18	26	17	28	3	23	1	29	4													
36	6	27	11	2	5	18	26	17	28	3	23	1	29	4													
37	6	27	11	2	5	18	26	17	28	23	3	1	29	4													
38	6	27	11	2	5	18	26	17	28	23	3	1	29	4													
39	6	27	11	2	5	18	26	17	28	23	3	1	29	4													
40	6	27	11	2	5	26	18	17	28	23	1	3	29	4													
41	6	27	2	5	26	18	17	28	23	1	3	29	4	11													
42	6	27	2	5	26	18	17	28	23	1	3	29	4														
43	6	27	2	5	26	18	17	28	23	1	3	29	4														
44	6	27	2	5	26	18	17	28	23	1	3	29	4														
45	27	2	6	5	26	18	17	28	1	3	23	29	4														
46	27	2	6	5	26	18	28	17	1	3	29	4	23														
47	27	2	6	5	26	18	28	17	1	3	29	4															
48	27	2	6	5	26	18	28	17	1	3	29	4															
49	27	2	6	5	26	18	28	17	1	3	29	4															
50	27	2	6	5	26	18	28	17	1	3	29	4															
51	27	2	6	5	26	18	28	17	1	3	29	4															
52	27	2	6	5	26	18	28	17	1	3	29	4															
53	27	2	6	5	26	18	28	17	1	3	29	4															
54	27	2	6	5	26	18	28	17	1	3	29	4															
55	27	2	6	5	26	18	28	17	1	3	29	4															
56	27	2	6	5	26	18	28	17	1	3	29	4															
57	27	2	26	5	6	18	28	17	1	3	29	4															
58	27	2	5	26	6	18	28	17	1	3	29	4															
59	27	2	26	5	6	18	28	1	17	3	29	4															
60	27	2	5	26	6	18	28	1	17	3	29	4															
61	27	2	5	26	18	1	28	17	6	3	29	4															
62	27	2	5	26	18	1	28	17	3	29	4	6															
63	27	2	5	26	18	1	17	28	3	4	29																
64	27	2	26	5	18	1	17	28	3																		
65	27	2	26	18	5	1	17	3	28																		
66	27	2	26	18	5	1	17	3	28																		
67	27	2	26	18	1	5																					

■ Starting grid position
□ On leader's lap
■ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

RETIREMENTS

Lap 1: **De Cesaris,** tangled with Laffite. Lap 8: **Palmer,** fuel pump belt. Lap 9: **Patrese,** gearbox; **Hesnault,** engine failure; **Winkelhock,** engine failure; **Alliot,** engine failure. Lap 16: **Surer,** engine failure. Lap 20: **Tambay,** off. Lap 24: **Piquet,** turbo. Lap 26: **Warwick,** ignition. Lap 28: **Senna,** left CV joint. Lap 30: **Fabi,** engine failure. Lap 33: **Rothengatter,** gearbox. Lap 41: **De Angelis,** engine failure. Lap 46: **Cheever,** turbo. Lap 62: **Rosberg,** broken rear caliper. Lap 63: **Martini,** out of fuel.

PITSTOPS

Lap 1: **Johansson,** changed rear right wheel.
Lap 4: **Alliot,** changed rear wheels and spark plug wire.
Lap 29: **Rothengatter,** fresh tyres.
Lap 31: **Lauda,** fresh tyres and to check rear suspension.
Lap 39: **Bellof,** fresh tyres.
Lap 49: **Brundle,** fresh tyres.
Lap 53: **Boutsen,** fresh tyres.
Lap 57: **Rosberg,** fresh tyres.

STATISTICS

GERMAN GRAND PRIX

Round nine of the 1985 World Championship.
Date: August 4, 1985.
Circuit: Nürburgring.
Track Length 4.542 km / 2.822 miles.
Race Distance: 67 laps or 304.314 km / 189.074 miles.
Weather: Cloudy, cold wind, rain.
Attendance: 67,000.
Qualifying: 27. **Qualified:** 27. **Starters:** 27. **Finishers:** 12. **Classified:** 12.

SUCCESSIVE RACE LEADERS

Lap 1-15: **Rosberg**
Lap 16-26: **Senna**
Lap 27-44: **Rosberg**
Lap 45-67: **Alboreto**

FOR THE RECORD

Lotus used an onboard drivers-to-pits radio • Third Renault driven by François Hesnault to relay race live • Bellof drove the Tyrrell-Renault • Renault asked Guy Ligier to get another engine supplier for 1986 • Huub Rothengatter from Holland was called in to replace Ghinzani in the Osella • Teo Fabi (Toleman) obtained his first pole position.

PREVIOUS WINNERS

(Last five editions).
1984: **Prost** (McLaren MP4-2) Hockenheim
1983: **Arnoux** (Ferrari 126C3) Hockenheim
1982: **Tambay** (Ferrari 126C2) Hockenheim
1981: **Piquet** (Brabham BT 49C) Hockenheim
1980: **Laffite** (Ligier JS 11/15) Hockenheim

STARTING GRID

Fabi Toleman-Hart TG185 1m 17.429s	Johansson Ferrari 156/85 1m 18.616s
Prost McLaren-TAG MP4 1m 18.725s	Rosberg Williams-Honda FW10 1m 18.781s
Senna Lotus-Renault 97T 1m 18.792s	Piquet Brabham-BMW BT54 1m 18.802s
De Angelis Lotus-Renault 97T 1m 19.120s	Alboreto Ferrari 156/85 1m 19.194s
Patrese Alfa-Romeo 185T 1m 19.338s	Mansell Williams-Honda FW10 1m 19.475s
Surer Brabham-BMW BT54 1m 19.558s	Lauda McLaren-TAG MP4 1m 19.652s
Laffite Ligier-Renault JS25 1m 19.656s	De Cesaris Ligier-Renault JS25 1m 19.738s
Boutsen Arrows-BMW A8 1m 19.781s	Tambay Renault RE 60B 1m 19.917s
Berger Arrows-BMW A8 1m 20.666s	Cheever Alfa Romeo 185 T 1m 21.074s
Bellof Tyrrell-Renault 014 1m 21.219s	Warwick Renault RE 60B 1m 21.237s
Alliot RAM-Hart 03 1m 22.017s	Winkelhock RAM-Hart 03 1m 22.607s
Hesnault Renault RE60 1m 23.161s	Palmer Zakspeed 85 1m 24.217s
Rothengatter Osella-Alfa FA1 1m 26.478s	Brundle Tyrrell-Ford 012 1m 27.621s
Martini Minardi-Chiti M185 1m 40.506s	

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britan and Germany).

1. **Alboreto**	6	6	0	6	9	4	0	6	9	= 46
1. Prost	9	0	0	9	4	0	4	9	6	= 41
3. De Angelis	4	3	9	4	2	2	2	0	0	= 26
4. Rosberg	0	0	0	0	3	9	6	0	0	= 18
5. Johansson	0	0	1	0	6	6	3	0	0	= 16
6. Piquet	0	0	0	0	0	1	9	3	0	= 13
7. Tambay	2	4	4	0	0	0	1	0	0	= 11
8. Laffite	1	0	0	1	0	0	0	4	4	= 10
9. Senna	0	9	0	0	0	0	0	0	0	= 9
Boutsen	0	0	6	0	0	0	0	0	3	= 9
11. Mansell	0	2	2	0	1	0	0	0	1	= 6
12. Lauda	0	0	3	0	0	0	0	0	2	= 5
13. Bellof	-	1	0	0	0	3	0	0	0	= 4
Warwick	0	0	0	2	0	0	0	2	0	= 4
15. Arnoux	3	0	-	-	-	-	-	-	-	= 3
De Cesaris	0	0	0	3	0	0	0	0	0	= 3
17. Surer	0	0	0	0	0	0	0	1	0	= 1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain and Germany).

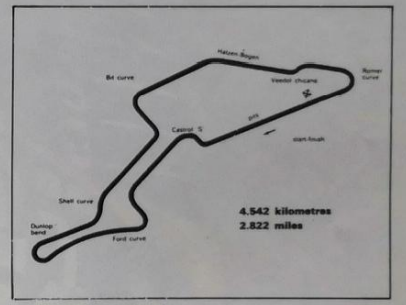
1. **Ferrari**	9	6	1	6	15	10	3	6	9	= 65
2. McLaren	9	0	3	9	4	0	4	9	8	= 46
3. Lotus	4	12	9	4	2	2	2	0	0	= 35
4. Williams	0	2	2	0	4	9	6	0	1	= 24
5. Renault	2	4	4	2	0	0	1	2	0	= 15
6. Brabham	0	0	0	0	0	1	9	4	0	= 14
7. Ligier	1	0	0	4	0	0	0	4	4	= 13
8. Arrows	0	0	6	0	0	0	0	0	3	= 9
9. Tyrrell	0	1	0	0	0	3	0	0	0	= 4

THEIR FASTEST LAPS

Lauda	1m 22.806s	Piquet	1m 25.132s
Rosberg	1m 23.481s	Tambay	1m 25.502s
Boutsen	1m 23.652s	Berger	1m 25.555s
Prost	1m 23.810s	Patrese	1m 25.854s
Alboreto	1m 24.112s	Surer	1m 26.204s
Johansson	1m 24.185s	Warwick	1m 26.496s
Senna	1m 24.270s	Winkelhock	1m 26.691s
Fabi T.	1m 24.354s	Brundle	1m 28.197s
Bellof	1m 24.476s	Martini	1m 28.341s
Mansell	1m 24.486s	Alliot	1m 28.424s
De Angelis	1m 24.515s	Hesnault	1m 28.671s
Laffite	1m 24.820s	Rothengatter	1m 29.263s
Cheever	1m 24.937s	Palmer	1m 30.543

FINAL RESULTS

1. Alboreto (Ferrari), 67 laps or 304.314 km / 189.074 miles in 1 hour 35m 31.337s at an average speed of 191.147 kph / 119.470 mph. 2. Prost (McLaren-TAG MP4) 1 hour 35m 42.998s. 3. Laffite (Ligier-Renault JS25) 1 hour 36m 22.491s. 4. Boutsen (Arrows-BMW A8) 1 hour 36m 45.309s. 5. Lauda (McLaren-TAG MP4) 1 hour 36m 48.159s. 6. Mansell (Williams-Honda FW10) 66 laps. 7. Berger (Arrows-BMW A8) 66 laps. 8. Bellof (Tyrrell-Renault 014) 66 laps. 9. Johansson (Ferrari 156/85) 66 laps. 10. Brundle (Tyrrell-Ford 012) 63 laps. 11. Martini (Minardi M185) 62 laps. 12. Rosberg (Williams-Honda FW10) 61 laps. **Track and Race Lap Record: Lauda** (McLaren-TAG MP4) 1m 22.806s. **Previous Record: Piquet** (Brabham-BMW BT53) 1m 23.146s in 1984.



DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/04 (T/MP4-2B/03)	1m 19.652s	1m 44.330s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/05	1m 18.725s	1m 43.088s
3. Brundle	Tyrrell Ltd	Tyrrell-Ford 012/5 (T: 012/7)	1m 27.621s	1m 47.820s
4. Bellof	Tyrrell Ltd	Tyrrell-Renault 014/1 (T: 014/2)	1m 21.219s	1m 44.270s
5. Mansell	Williams Racing Team	Williams-Honda FW 10/05 (T: FW 03)	1m 19.475s	1m 42.050s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/04	1m 18.781s	1m 39.547s
7. Piquet	Brabham MRD	Brabham-BMW BT54/6 (T: BT54/7)	1m 18.802s	1m 49.247s
8. Surer	Brabham MRD	Brabham-BMW TB54/3	1m 19.588s	1m 38.330s
9. Winkelhock	RAM Grand Prix Ltd	RAM-Hart 03/4 (T: 03/3)	1m 22.607s	1m 51.109s
10. Alliot	RAM Grand Prix Ltd	RAM-Hart 03/2	1m 22.017s	—
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 19.120s	1m 29.714s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/4	1m 18.792s	1m 36.471s
14. Hesnault	Equipe Renault Elf	Renault RE60/04	1m 23.161s	—
15. Tambay	Equipe Renault Elf	Renault RE608/06 (T: RE60/05)	1m 19.917s	1m 33.373s
16. Warwick	Equipe Renault Elf	Renault RE60 B/07	1m 21.237s	1m 46.473s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/1)	1m 20.666s	1m 41.231s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 19.781s	1m 54.674s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/03 (T: 185/04)	1m 17.429s	—
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/2 (T: 185T/1)	1m 19.338s	—
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/3	1m 21.074s	1m 32.376s
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2 (T: FA1-G/85-1)	1m 26.478s	—
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/04 (T: JS25/03)	1m 19.738s	1m 39.623s
26. Laffite	Ligier Sport	Ligier-Renault JS25/05	1m 19.656s	—
27. Alboreto	Ferrari SpA	Ferrari 156/85-081 (T: 156/85-078)	1m 19.194s	1m 41.490s
28. Johansson	Ferrari SpA	Ferrari 156/85-079	1m 18.616s	1m 46.919s
29. Martini	Minardi Team SpA	Minardi Moderni Chiti M 185/003 (T: 002)	—	1m 40.506s
30. Palmer	Zakspeed Rennsport	Zakspeed 85/02 (T: 85/01)	1m 24.217s	1m 51.833s

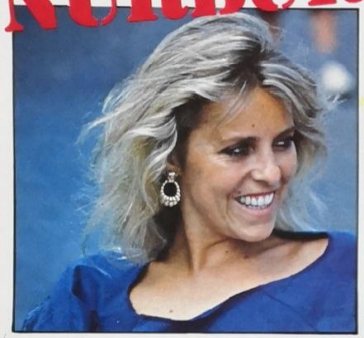
François Hesnault (Renault) Pierre Longuet

HESNAULT'S RENAULT CAMERA CAR PROVIDED THRILLING LIVE C OVERAGE OF THE RACE. THAT IS UNTIL THE ENGINE BLEW ON LAP 9

Ayrton Senna (Lotus Renault) Autopresse

YET ANOTHER IMPRESSIVE START, YET ANOTHER EARLY RETIREMENT FOR SENNA. HOW MUCH BAD LUCK CAN A MAN TAKE?

NÜRBURGRING



La signora Patrese

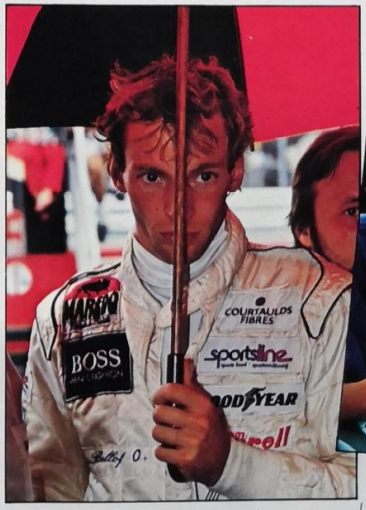
If only I was a little taller

Some "heavy" concentrating before the race!

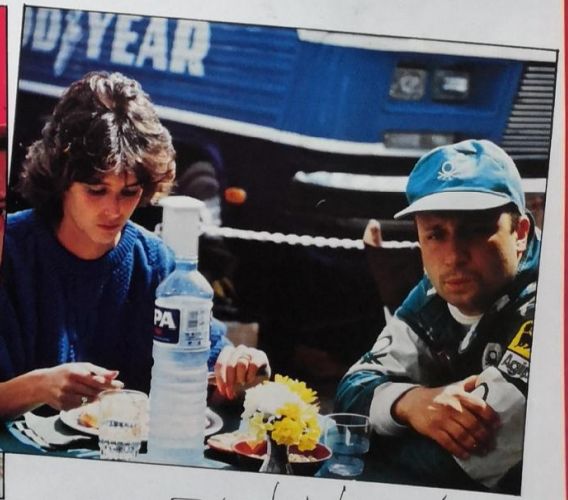
132 000 swarmed to the circuit.

Kate's heard the news He's in this month's profile!

ZELTWEG



What's wrong with my brolly?



Tee's lost his scooter ...

AUSTRIAN GRAND PRIX

McLAREN SUPERIORITY

PROST CONFIRMS THE McLAREN RELIABILITY, AND TAKES THE LEAD IN THE WORLD DRIVERS CHAMPIONSHIP. NOT SUCH A GOOD DAY FOR THE FERRARIS BUT MICHELE ALBORETO REMAINS A STRONG CONTENDER TO THE CROWN.

by Mike Doodson

After such a splendid show in qualifying at the Œsterreichring, no one can now deny that John Barnard's MP4/2 chassis is still the best in the business. Although the Austrian circuit is slightly slower than Silverstone in the battle to be the world's fastest GP venue (155.5 mph in qualifying, as opposed to Silverstone's 160.3 mph average), its long and bumpy curves probably demand more from any car's suspension or aerodynamics than the smooth Northamptonshire course. Commenting saturday on the dominance of the two TAG-engined McLarens, Keke Rosberg said that the "O-ring" is the most difficult of all the circuits on the F1 schedule. "*With a Cosworth car it is tricky going into a corner like the Bosch curve.*" he said, "*but then the speed scrubs off quickly. With the power of a turbo, however, the driver is busy all the way round. It's really hard work at very high speed.*" Incredibly, unlike Ferrari and Williams, McLaren had not even come to test the latest version of their car before this year's race.

WILLIAMS
A new type of rear suspension top rocker (solid, instead of fabricated) made an appearance on the two Williams race chassis. Following the occurrence of the cracked exhaust pipe which cost Nigel Mansell 3rd place at the Nurburgring, there were also slightly revised exhaust system, made from incredibly shiny stainless steel. The team has also adopted new front brake ducts, similar to the ingenious ones used by Toleman, which are believed to increase downforce, at least when the wheels are pointing straight ahead. Most of the laps done during pre-race testing had been completed by Mike Thackwell, due to some embarrassing minor engine problems on the two days when Rosberg should have been driving.

BRABHAM
With a smaller rear wing fitted for the purposes of Œsterreichring, the sidepod-mounted mirrors were replaced by the regularly mounted variety. After a careful examination by FISA engineer Cadringher, the team had been asked to discontinue the use of the adjustable blind fitted to the intercooler on the right hand side of the car, on the grounds that (unlike the radiators) it did not form a recognisable part of the coachwork.

FERRARI
Once again, the "MK2" chassis which were under suspicion at Paul Ricard were not brought out: although they are due to make a reappearance at Zandvoort. While they made some improvements on saturday, neither of the two Ferrari drivers could get their cars handling predictably over the O-ring bumps in qualifying. And in spite of assertions that both drivers get identical equipment, it was noted that Alboreto blew no fewer than four engines before the race, three of then on friday, while Johansson's turbomotors ran comparatively trouble-free.

MCLAREN
The only noticeable specification change since Nurburgring was the removal of the Lotus-type vertical "turning vane" air deflectors from behind the front suspension. The most important specification change to the two woking-built cars was invisible: John Banard has revised the rear suspension geometry to make the car even more controllable, and Alain Prost said that it made a noticeable improvement when he tested it at Monza just before the Austrian race. Although Niki Lauda was able to try the modified suspension, he decided not to use it for the race.

TOLEMAN
Pirelli's decision to supply tyres for two toleman entries had been taken before Fabi's pole position at the Nurburgring. Nevertheless, the confidence placed in the British team by both Pirelli and Benetton, the sponsor, is not misplaced. Newly-appointed number 2 driver Piercarlo Ghinzani praised the good balance of the TG185 chassis, but confessed that it was difficult to lear about his new mount on such a fast and unforgiving circuit as the O-ring.

LOTUS
Revealed after the Nurburgring was a new design of rear suspension upright, which may have contributed to the failure of the CV joint which put Senna out of the race while leading. The T-car in Austria was fitted with a revised type of upright. The team's sorry 1985 list of engine disappointments continued, with Senna's qualifying ruined on both days by the failure of the turbos on the left hand bank of his V6 Renaults. As team manager Peter Warr had pointed out to Renault boss Toth in Germany, Senna has led five GPs this year but has also retired five times (six if you include running out of fuel at Imola) due to engine failures of one kind or another.

LIGIER
No important changes, apart from normal modifications (wings, brake ducts, etc.) to suit the requirements of this fast circuit.

RAM
To the undisguised disgust of team owner John MacDonald, several would-be F1 drivers were on the phone to Bicester within a matter of hours of the late Manfred Winkelhock's accident in Canada. MacDonald preferred to call up his one-time (1983) driver Kenny Acheson in Japan, where the Ulsterman had just won a round of the national F2 series. "*Kenny was loyal to us at a difficult time and I felt that we owed him a favour,*" said Johan on friday, in the hope of eliminating their monotonous series of engine failures, the team took delivery of two Hart units fitted with the full electronic engine management system of the type which Toleman had privately commissioned from Zytek at the beginning of the season. As the team's no 1 driver, Philippe Alliot is now working with car designer Gustav Brunner as his race engineer.

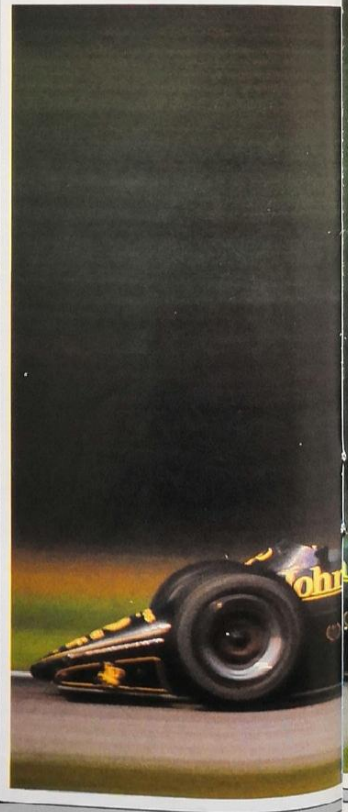
ALFA ROMEO
As at Nurburgring, the team from Milan was concentrating on two 1984 chassis (the ones with carbonfibre Rollbars) rather than the 1985 design. This suggests that Pananello and his men are not exactly making any technical progress. In spite of a reasonably powerful engine, the Alfas are suspiciously short of straightline speed, which indicates a lack of serious windtunnel work.

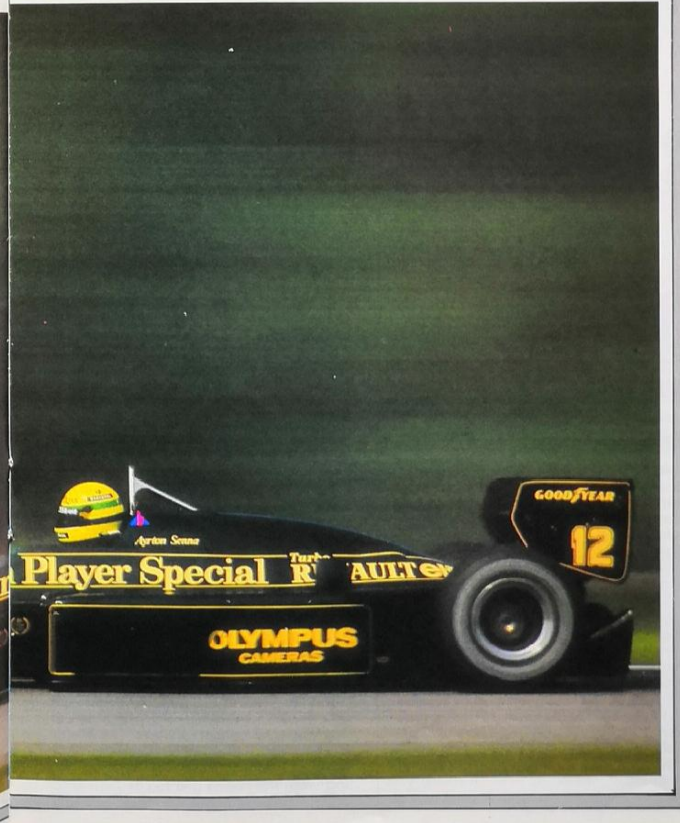
RENAULT
A last minute decision not to run a third car with the Thomson TV camera seen at Nurburgring came as a relief to the Renault sport mechanics. It is now painfully evident that although the heavily-revised RE60B chassis is lighter than its predecessor, it is far from competitive even in comparison with a bogged-up 1984 design like the Ligier. The drivers don't seem to be very enthusiastic about the team's management, either.

Keke Rosberg (Williams) took off in splendid fashion, only to conk out a few laps later.

Dear oh dear, poor Renaults! Here Tambay out of luck again.

It was good to see Ayrton Senna back on the rostrum. He still had another step to climb though.





ARROWS
In spite of budget constraints, the team from Milton Keynes is making fair progress with the two BMW-engined cars, which had shown reasonable speed and good reliability (4th and 7th) in Germany.

TYRRELL
There was a new Renault-powered 014 chassis in Austria for Bellof's second turbo-powered GP, but in spite of a larger rear wing, the car still seems to be short of downforce. Martin Brundle said that his Cosworth-powered 012 felt "*like a toy*" around the O-ring: not surprisingly, its lack of power left it 27th in qualifying. Thus the Cosworth era of Grand Prix racing is finally at an end after more than 18 glorious years, for both Tyrrells will have Renault power at Zandvoort.

ZAKSPEED
The fundamental weakness of the Zakspeed 4-cylinder engine is still a tendency for one of the pinions to break without warning in the train of gears that operate the valves. In spite of hard work back at base, the long-awaited revised gears are still not available, and the chassis development programme is now suffering due to a shortage of engines for testing.

OSELLA
The men from Turin are struggling on, still with Renta-driver Rothengatter, in an attempt to see the season through to its end. They still have the latest specification of Alfa Romeo engines.

MINARDI
There were two cars as usual available for Martini, but again the team encountered a series of minor problems, including an engine fire which put one chassis out of action on Friday.

The last Cossie...

The Cosworth engine finally laid down and died at the Austrian GP, but not without a struggle. Martin Brundle failed to qualify his Tyrrell-Cosworth in the Magic 26, which was not surprising considering that some of the cars qualifying alongside him probably had twice as many horses as the 500 given out by his 3-litre non-turbo V8.
As at Nurburgring, Ken Tyrrell prepared a petition to get his second car permission to take up a place on the grid, but McLaren boss Ron Dennis would not sign it, on the grounds that Brundle would be in the way when being lapped by fast cars during the race.
The Tyrrell mechanics reacted by fixing a huge mirror from their transporter to the car and wheeling it past Mr Dennis at a moment when he couldn't help but see it. At Zandvoort, Martin will have Renault power again.

Niki quits: part 2

When the time comes for a driver to retire from racing, there is inevitably a conflict in his mind. If he announces his decision in advance, how can he be expected to put the same dedication as usual into his driving, knowing that within a matter of weeks he'll be an ex-driver?

By contrast, if he decides not to announce a withdrawal that he may not intend to implement until several months later, how does he stop the inevitable rumours from being spread by the more knowledgeable journalists?

The first time around, in 1979, Niki Lauda made his retirement effective (like his rival James Hunt had done only a few months earlier) abruptly, within a matter of hours of having decided not to race again.

The second time, however, Niki was altogether more discreet. Unlike Jackie Stewart, who kept his inpending retirement a secret from almost everyone, including his wife, for more than six months in 1973, Niki stepped up to a microphone on the morning of the day before the Austrian GP.

"*After 11 years of my life in the sport I have decided to give more time to my airline business,*" he told a packed press conference. "*I still enjoy racing... but I don't think I will change my mind again. This time it's different: in 1979, it was an emotionnal decision. In 1985, I have given it a lot of thought.*" He did not mention the million dollars or so that he would forfeit if he did not race in the remaining six or seven GPs of the 1985 season. He did not need to do so, because the Lauda who raced with such brio at Nurburgring and in Austria is obviously a man who still gets a big kick from his profession.

Niki will return to looking after the fortunes of Lauda Air, the charter airline which he set up in 1977 and which he now runs in partnership with a major Austrian travel agency. The airline recently ordered two new boeing 737 jets and is expected to employ more than 90 people by the beginning of next year.

McLaren MD Ron Dennis is believed to have almost completed negotiations with a replacement for Lauda. As this issue of GPI went to press, the favourites for the job were Rosberg, Alboreto and Piquet, in that order.

Beatrice removes the veil

Due to be shown to the press at Brands Hatch during pre-european GP testing on August 21 was the Lola-Hart F1 car which Alan Jones will be racing for the first time at Monza on september 8.

Just before this issue of GPI went to press on the weekend of the Austrian GP, we learned that the Lola had successfully tested at Snetterton. No outstanding lap times had been achieved, but the new chassis had completed 50 trouble-free laps and was due to be tested at another circuit before heading for Brands. The car was completed in such a hurry that it was taken to Snetterton in plain red paint, without a hint of the sponsor's name. While Lola boss Carl Haas and sponsor Beatrice Foods Co over the new baby, Alan Jones is understandably less than thrilled that the car should be so late. He had hoped to be testing the car two months, not two weeks, before it was due to leave for Italy. Meanwhile, joint designers Neil Oatley (ex-Williams) and John Baldwin (ex-everyone) are buckling down to design an all new chassis to accept the forthcoming Ford V6 Turbo engine which is being developped under a suspiciously thick smoke cloud of secrecy by Cosworth engineering in Northampton.

Team manager Teddy Mayer has put in entries for all of the end of season GPs except the Belgian, for which the car is ineligible since it wasn't accepted for the original (pre-postponement) Spa race.

Take two! Prost (McLaren-TAG-Porsche) in the lead followed by Rosberg and Lauda.

PRACTICE AT ŒSTERREICHRING

FRIDAY

Only two weeks after the German GP, the F1 teams dashed back to base for a quick re-fettle. They were off again almost immediately to Austria's Styrian hillsides for a Grand Prix which requires exceptional qualities from drivers, chassis and tyres. The 1000 ft altitude of the Œsterreichring, combined with the traditional heat of an eastern European summer, normally places abnormal strain on engines, too, but the dismal 1985 summer was to dampen proceedings on Saturday and keep temperatures well below normal throughout the weekend. While the campers who were packed into the surrounding fields may not have appreciated being flooded out of their tents, team managers thanked providence for not adding heat-induced engine failures to the stresses of FISA's ludicrous four-races-in-five-weeks calendar.

Styria is a comparatively inaccessible part of Austria (Graz, the nearest scheduled airline stop, is well over an hour's drive away), and the fans who come to this race are traditionally holiday-makers. Austrians come to see Niki Lauda (and, this year, the fast-improving Gerhard Berger), Swiss come South to see something they're not allowed to have at home, and, when Ferrari is going well, the roads are full of Fiats and Alfas, with the Scuderia's flag proudly flying from their windows. There are other nations represented, too: this year there seemed to be a lot of Finns with their own distinctive flags and insatiable thirsts.

The weekend started well for McLaren. In Friday's unofficial session, using the new rear suspension geometry tested at Monza a few days earlier, Alain Prost made a new fastest-ever time for the Œsterreichring of 1m 26.183s, one hundredth of a second faster than Nelson Piquet's pole position time of last year. At this early stage, the fastest opposition came from Williams, whose cars seemed to have lots of power but slightly inferior handling. Rosberg, hard-trying as always, got within 0.7s of Prost's time to be second fastest, but significantly he had destroyed a set of the very soft qualifying Goodyears in the process and did his time on harder "race" rubber. In spite of a minor electrical problem, Niki Lauda was 3rd fastest in the session, with Teo Fabi repeating German form and exploiting the excellent balance of the Pirelli-tyred Toleman chassis to be classified 4th fastest.

Out of the hunt for the time being were Piquet (engine and clutch trouble), Senna (broken Turbo), and the two Ferrari drivers, who were happy to be 5th and 6th in spite of setbacks with engines and handling.

In the afternoon session, Prost made even more spectacular progress to lap in 1m 25.490s. He did the time on his second set of qualifiers, having lost his first chance of a quick lap when his engine lost boost pressure due to a loose retaining collar on the turbo. Niki Lauda confirmed the McLaren dominance with 2nd fastest time, obviously with his mind far from the retirement that he was due to announce the following morning.

It was still Rosberg providing the strongest opposition. But he was far from pleased when a wing support failed on his quick lap. "*I couldn't see the wing coming loose,*" he reported, "*but I felt the handling getting worse and I could even see the tyres blistering in my mirror.*" Amazingly, the time for the lap was still a fraction faster than team mate Mansell achieved en route to an encouraging 4th best time.

Piquet spun and slightly damaged the special Brabham-BMW qualifying T-car and had to switch to his "race" chassis with its less powerful engine. It was understeering badly, and in fact he did his fastest lap (5th best in the session) using a set of Pirellis which had been skimmed after an earlier attempt. Underlining the importance of a good race set-up were the misfortunes of the Lotus team. Elio de Angelis was trying so hard that his qualifiers blistered after less than a complete lap, while even the normally imperturbable Ayrton Senna looked worried. "*The car was effing undriveable,*" he said, "*big oversteer in the corners and no balance over the bumps. I really can't go any faster.*"

It was even worse for the Ferrari drivers, who discovered that it was impossible to get over the bumps without lifting. Johansson managed to snatch 11th fastest time, but one major engine failure and an oil leak on the T-car left Alboreto way down in 19th position. "*I did five laps on tyres that are normally good for only one,*" he said gloomily.

There was a moment of comparative pleasure for Patrick Tambay when he hauled his Renault RE60B into a promising 8th fastest position. But it didn't last. Kenny Acheson's F1 return to the RAM team was late. He lost 15 minutes in the morning while waiting for his super-licence to be renewed, then had to wait around in the afternoon while a damaged engine was changed. He only managed one exploratory lap in the timed period.

Considering that the Hart engine cannot be super-boosted like those of wealthier teams, Teo Fabi was happy with 6th fastest time, which was a lot better than some mightier teams could manage. De Cesaris' Ligier-Renault, for example, lost boost pressure and was good enough only for 14th fastest time. The Alfa Romeos were struggling, and Cheever's 16th fastest was set in spite of a turbo failure (his second of the day).

SATURDAY

With heavy rain forecast for the afternoon, the untimed morning session found most of the teams wisely circulating on full tanks and race rubber. A confident-looking Niki Lauda headed the times, although McLaren joy was modified by an unusual incident with Prost's car. The fuel vent was accidentally blocked slightly open, and fuel spilled down the Frenchman's back, causing a minor fuel burn between his shoulder blades and causing him to stop practice for attention from team trainer Willi Dungl.

Rosberg and Fabi both blew engines in the cars they had hoped to use for qualifying, Patrick Tambay had to hike back to the pits when his car ran out of fuel (obviously Renault weren't testing on full tanks), and neither the Ferrari or Lotus drivers had yet got their handling problems sorted out.

There were dark clouds gathering overhead as the final hour of qualifying was flagged away. A long queue of cars had already formed in pit lane to take advantage of the track while it was still dry, and one of the first out was Nigel Mansell using his Q-Tyres to their full advantage, Nigel described his first lap as "almost perfect" as he moved up the rankings to claim 2nd fastest time of the two days.

Fifteen minutes into the session, down came the rain: Prost's pole position was safe, and the Frenchman hadn't even ventured onto the track.

There had been dramas everywhere even in the short period of dryness. Fabi was stuck in his pit with his T car in bits, and Senna had yet another turbo fire —although Alboreto improved marginally to be 8th fastest, his Ferrari almost immediately lost a place to, of all things, the Renault of Tambay. Derek Warwick was about to run his second set of qualifies when he felt the call of nature. In the few minutes that he was away from the pits, down came the rain. ■

Styria had proved to be far from hospitable on Saturday night. Torrential rain throughout the hours of darkness, punctuated by the noisiest of forked lightning, had almost literally washed away the holiday spirit of the Austrian Grand Prix and understandably discouraged an estimated 20,000 spectators from turning out.

Those who did spend the night under canvas waded through the mud and floating beer cans to their vantage points for the warm-up. Up at the Hella Licht chicane was a huge mixed posse of Ferrari and Lauda fans, apparently resigned to the fact that a McLaren was going to win but hoping that its driver would be Lauda, for poor Alain Prost doesn't have many fans in this neck of the woods.

Alan neither knew nor cared about them — he was getting on with the job of setting fastest lap. So imagine the reaction at the chicane when the number 2 McLaren failed to slow for the corner, charged over the kerbs and clanged into the guardrail. As the Frenchman clambered out, the gestures and whistles told a thoroughly unsporting story.

"The throttle stuck open," reported Alain to his crew, who found that the linkage had indeed jammed inside the engine when they got the car back. The damage was quite serious, requiring the replacement of several front suspension parts. Alain and his engineers took a gamble on running the repaired car instead of the spare, which wasn't set up the same way and didn't have the new rear suspension. And this is where Prost had a stroke of luck of the sort that wins world championships. In the parade lap as the cars went to the grid, he noticed that the car was not handling very well in left-hand corners. And on the grid, one of his engineers spotted a mark on one of the transmission output shafts. Could they switch cars? *"No,"* said race officials, *"because the pit lane has closed."*

10 LAPS

A. Prost 15m 22.665s; N. Lauda 15m 27.513s; N. Piquet 15m 47.215s; E. De Angelis 15; 48.390s; N. Mansell 15m 48.782s; T. Fabi 15m 49.361s; A. Senna 15m 53.688s; M. Alboreto 15m 55.077s; S. Johansson 15m 56.754s; D. Warwick 16m 00.668s; A. De Cesaris 16m 01.568s; J. Laffite 16m 01.985s; S. Bellof 16m 11.110s; M. Surer 16m 11.210s; T. Boutsen 16m 16.000s; G. Berger 16m 17.249s; J. Palmer 16m 26.572s; R. Patrese 16m 27.105s; P. Alliot 16m 33.797s; K. Acheson 16m 43.432s; P. Tambay 16m 50.365s; H. Rothengatter 16m 50.718s; P. Martini 16m 52.643s; E. Cheever 10m 39.189s; K. Rosberg 6m 48.593s.

So the pole position man went to the grid feeling less than confident. Relief, however, was to come thanks to Teo Fabi, on the third row. As at Nurburgring, poor Fabi could not get the Toleman off the line smartly enough. In the commotion behind him, somehow he was hit from behind by Alboreto. De Angelis was trapped in the bottleneck, only to be heavily nudged by De Cesaris. Then Berger piled into the mess, removing a front wheel.

Lauda meanwhile, had snatched the lead from Prost and Rosberg, with Tambay up in 4th place. But with three wrecks (Alboreto, Fabi and Berger) immobile on the start line, race officials had already red-flagged the race. There were mixed feelings in the McLaren team when it was announced that a new race, not a re-start, would be given. *"That means Prost can start with the spare car,"* grumped Niki who wanted to win this, his final Austrian GP.

While fuel tanks were topped up on the grid, Prost, Alboreto, Fabi and Berger switched to their T-cars. The engine in Ghinzani's Toleman had failed on that very first lap. But there was not quite enough time to get Fabi's original car repaired for him in time, so "Ghinza" did not start.

20 LAPS

A. Prost 30m 39.344s; N. Lauda 30m 43.242s; N. Piquet 31m 16.673s; N. Mansell 31m 17.848s; E. De Angelis 31m 21.148s; A. Senna 31m 21.664s; M. Alboreto 31m 27.094s; S. Johansson 31m 27.816s; T. Fabi 31m 43.642s; D. Warwick 31m 45.020s; J. Laffite 31m 45.485s; M. Surer 31m 46.752s; S. Bellof 32m 07.070s; T. Boutsen 32m 07.974s; G. Berger 32m 08.709s; R. Patrese 30m 48.351s; P. Tambay 31m 12.328s; K. Acheson 31m 31.870s; H. Rothengatter 31m 47.586s; P. Martini 31m 55.980s; J. Palmer 27m 54.163s; P. Alliot 27m 58.032s; A. De Cesaris 20m 43.759s; E. Cheever 10m 39.189s; K. Rosberg 6m 48.593s.

The re-start was less dramatic, although Mansell was once again very slow off the mark. Prost led away, this time challenged by Rosberg, with Lauda close. Piquet, De Angelis, Mansell and Tambay came through next, all having zipped past Fabi at the start. Alboreto was going carefully in 9th place, ahead of Senna, Warwick and Surer, whose Brabham was behind chased by Johansson. Surer spun and lost six places on lap two, while Alliot headed for the pits, having collected a piece of debris that stuck in a brake scoop.

Rosberg's engine lasted for only three laps before blowing up, and from that moment the Austrian GP was a two-horse race, with Prost and Lauda setting an astonishing pace as they rushed around the circuit at a rate which was an average of 2.5 seconds faster than Piquet and company behind them.

"Yes Niki and I were racing," admitted Alain. *"Normally we have a special tactic worked out for a situation like this. But Niki wanted to win this race in Austria, so it was a real battle, not a staged competition."*

Prost was also leaving Lauda slightly behind him, after ten laps he had an advantage of six seconds. But then the gap narrowed as Alain found his tyres deteriorating. *"The tyres which I had selected for the first car were two (hard) B's on the left and two C's on the right. But when I switched to the T-car I was obliged to choose C's all round, like Niki. But I had never tried these tyres. But Niki was just behind me anyway..."*

Anyone who saw the slides that Alain was getting into after those first dozen laps would agree that there were no "maybes" about it all (excl. Mark). On lap 25, Niki had reduced the gap from six seconds to just over one. By now Alain's T-car was sliding almost everywhere, so he signalled his pit by putting his hand on top of his helmet to prepare for a tyre stop, and in he came. It was a slick enough stop, but with slowing down and speeding up it had cost him half a minute to Lauda, whose move into the lead had been greeted all round the circuit with roars of approval from pro-Lauda fans.

Undeterred, Alain set off in pursuit, on lap 27 the margin was 29.7 seconds. By lap 38 the two McLarens were separated by 15.7 seconds, but with only 14 laps to go it looked as though Prost's chances of catching his team mate, let alone passing him, seemed to have faded away.

Suddenly, though, Lauda slowed as he came past the pits. He stopped at the end of the pit and climbed out. *"No boost pressure,"* he said to TV man Helmut Marko: the turbo had failed and Niki was condemned to retirement, incredibly, for the eighth time this season.

Another stroke of luck for Prost, who now found himself in the lead by no less than 48.2 seconds. He turned down the boost and coasted on to his fourth victory of the 1985 season.

The battle for lesser placings was taking place at significantly lower speed. Nevertheless, it had been interesting — until a string of engine failures eliminated some of the leading lights. Piquet's grip on 3rd place was threatened first by De Angelis, who was forced to back off when the handling of the back-up Lotus deteriorated alarmingly. Mansell then pursued the Brazilian until lap 25, when Nelson's BMW engine started to sound horrible with that old BMW failing, a split exhaust, forcing him to retire.

But Mansell's delight was short-lived. On lap 27, after he'd held 3rd place for two laps, his engine — like Rosberg's — lost oil pressure and failed expensively. Into 3rd place went Senna, who was having a particularly difficult time with his Lotus. Not only was the handling even more difficult than it had been in qualifying, but the engine was running alarmingly hot.

"It was vibrating, too," said the Brazilian, *"so badly that I had to take my hands off the steering wheel to get a bit of relief."*

30 LAPS

N. Lauda 45m 54.110s; A. Prost 46m 21.665s; A. Senna 46m 45.338s; M. Alboreto 46m 52.801s; S. Johansson 46m 53.998s; E. De Angelis 46m 55.962s; M. Surer 45m 53.422s; D. Warwick 46m 00.660s; J. Laffite 46m 01.306s; T. Boutsen 46m 26.615s; G. Berger 46m 26.856s; P. Tambay 46m 46.602s; S. Bellof 47m 15.333s; K. Acheson 46m 30.418s; H. Rothengatter 46m 41.225s; P. Martini 46m 53.617s; N. Piquet 40m 56.565s; N. Mansell 38m 59.517s; R. Patrese 40m 27.428s; T. Fabi 42m 27.701s; J. Palmer 27m 54.163s; P. Alliot 27m 58.032s; A. De Cesaris 20m 43.759s; E. Cheever 10m 39.189s; K. Rosberg 6m 48.593s.

Nevertheless, in a particularly courageous drive the Brazilian refused to give up. He was to be compensated with second place on the podium, where he could be seen rubbing the tortured muscles of his upper arms. It was only the second time he'd finished this year: 15 points from ten races. De Angelis in the other Lotus-Renault had stopped at his pit for fresh tyres on lap 30, only a couple of laps after being passed by Senna. In spite of the awful handling, he managed to struggle home in 5th place and collected another couple of points, possibly the hardest-won of the year for him.

And the Ferraris? From their lowly first lap positions, both Alboreto and Johansson were able to move up the standings as others dropped out. Running in close formation, the only rivals they passed were those who were dropping out: Tambay (tyre stop) on lap 10; Fabi (engine on lap 17), then Piquet, De Angelis and finally Lauda with their various troubles. *"It's infuriating to see them collect places they don't deserve,"* commented McLaren designer John Barnard: *"They just kept going like a couple of clockwork mice."*

There were only five cars on the same lap as Prost at the finish, with Marc Surer lucky to scramble home with the BMW engine in his Brabham suffering from the same cracked exhaust problem as Piquet's. Bellof and Boutsen collected 7th and 8th places, three laps behind with various problems.

40 LAPS

A. Prost 1 hour 01m 20.152s; A. Senna 1 hour 02m 08.398s; M. Alboreto 1 hour 02m 15.826s; S. Johansson 1 hour 02m 18.560s; E. De Angelis 1 hour 02m 46.730s; N. Lauda 59m 32.209s; M. Surer 1 hour 01m 39.125s; J. Laffite 1 hour 02m 00. 695s; P. Tambay 1 hour 02m 12.344s; T. Boutsen 1 hour 02m 36.096s; S. Bellof 1 hour 01m 29.429s; H. Rothengatten 1 hour 01m 43.662s; P. Martini 1 Hour 00m 42.691s; G. Berger 52m 42.280s; D. Warwick 46m 00.660s; K. Acheson 46m 30.418s; T. Fabi 1 hour 02m 38.532s; N. Piquet 40m 56.565s; N. Mansell 38m 59.517s; R. Patrese 40m 27.428s; J. Palmer 27m 54.163s; P. Alliot 27m 58.032s; A. De Cesaris 20m 43.759s; E. Cheever 10m 39.189s; K. Rosberg 6m 48.593s.

By far the most spectacular retirement of the afternoon had been the departure of Andrea De Cesaris on lap 14. He had been closely tracking Derek Warwick's Renault and team-mate Laffite's Ligier in 12th place when he ran wide on the dirt on the outside of the very fast double-apex infield left-hander. The Ligier dug in and litterally flipped, somersaulting at terrific speed and eventually coming to rest with the engine broken off. Incredibly Andrea had undone his belts and dashed away almost before the marshals were there. But the car had to be dug out of the banking afterwards by the mechanics. Laffite lasted until ten laps from the end, when a front wheel parted company as he was chasing Surer in 7th place.

The best battle of all was fought between the Arrows drivers, but it ended very soon after young Berger had cheekily outbraked Boutsen when the Belgian dashed into his pits for fresh tyres.

There was not much for British fans to cheer after Mansell's departure. Jonathan Palmer lasted for 15 laps, about 14 more than usual, before the valve gear in the Zakspeed's engine failed. At least he had been holding off Patrese's Alfa in 16th place at the time. And poor Derek Warwick managed 29 laps before his Renault's engine gave up the ghost just after he'd been lapped by Lauda. He was lying 8th at the time.

A delighted Prost felt that this victory was enough to make up for the disappointments of the Nurburgring. With 50 points he stood level with Alboreto as the teams packed up ready to move north to Zandvoort. *"At the end of the year,* reported Alain, *"Niki will have time to help me a little. He has told me that he will do his best to help if he is in a position to do so."*

De Angelis (Lotus), Mansell (Williams) and Fabi (Toleman) sealed together, only De Angelis will score.

Andrea De Cesaris (Ligier-Renault) was very lucky to escape unhurt. Pretty tough stuff these Ligiers!

And another point for Marc Surer (Brabham), a consistent driver.

LAP BY LAP

F1: AUSTRIAN GP

GRID POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	2	5	1	6	7	19	11	15	27	22	8	28	16	12	26	18	17	25	20	23	9	3	10	24	30	29
Lap 1	2	6	1	7	11	5	15	19	27	12	16	8	28	25	22	23	26	17	3	18	30	24	29	10	9	
2	2	6	1	7	11	5	15	19	27	12	16	28	25	26	23	17	3	18	8	30	24	29	22	10	9	
3	2	6	1	7	11	5	15	19	27	12	16	28	25	26	23	3	18	17	8	30	24	22	29	10	9	
4	2	1	7	11	5	15	19	27	12	16	28	25	26	23	3	18	17	8	30	6	22	24	29	10	9	
5	2	1	7	11	5	15	19	27	12	16	28	25	26	23	3	18	17	8	30	22	24	29	10	9	6	
6	2	1	7	11	5	19	15	27	12	28	16	25	26	3	18	8	17	30	22	24	29	9	10	23		
7	2	1	7	11	5	19	15	27	12	28	16	25	26	3	18	8	17	30	22	9	24	10	29	23		
8	2	1	7	11	5	19	15	27	12	28	16	25	26	3	8	18	17	30	22	9	10	24	29			
9	2	1	7	11	5	19	12	27	28	16	25	26	15	3	8	18	17	30	22	9	10	24	29			
10	2	1	7	11	5	19	12	27	28	16	25	26	3	8	18	17	30	22	9	10	15	24	29			
11	2	1	7	11	5	19	12	27	28	16	25	26	8	3	18	17	30	22	9	10	15	24	29			
12	2	1	7	11	5	19	12	27	28	16	25	26	8	3	18	17	30	22	9	10	15	24	29			
13	2	1	7	11	5	19	12	27	28	16	25	26	8	3	18	17	30	22	9	10	15	24	29			
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18	2	1	7	5	11	12	27	28	19	16	26	8	3	18	17	22	15	10	24	29	30					
19	2	1	7	5	11	12	27	28	19	16	26	8	3	18	17	22	15	10	24	29						
20	2	1	7	5	11	12	27	28	19	16	26	8	3	18	17	22	15	10	24	29						
21	2	1	7	5	11	12	27	28	16	26	8	19	3	18	17	22	15	10	24	29						
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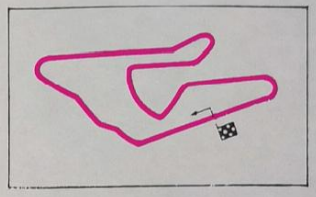
23	2	1	7	5	12	11	27	28	16	26	8	3	18	17	22	15	10	24	29	19						
24	2	1	7	5	12	11	27	28	16	8	26	18	17	3	22	15	10	24	29	19						
25	2	1	5	7	12	11	27	28	16	8	26	18	17	3	22	15	10	24	29	19						
26	1	2	12	11	27	28	7	8	16	26	18	17	3	15	10	24	29	19	5	22						
27	1	2	12	11	27	28	8	16	26	18	17	15	3	10	24	29	19	7								
28	1	2	12	11	27	28	8	16	26	18	17	15	3	10	24	29	19									
29	1	2	12	11	27	28	8	16	26	18	17	15	3	24	29	19	10									
30	1	2	12	27	28	11	8	26	17	18	15	3	24	29	19	16										
31	1	2	12	27	28	11	8	26	17	15	18	3	24	29	19											
32	1	2	12	27	28	11	8	26	17	15	18	3	24	29	19											
33	1	2	12	27	28	11	8	26	17	15	18	3	24	29												
34	1	2	12	27	28	11	8	26	15	18	3	24	29	17												
35	1	2	12	27	28	11	8	26	15	18	3	24	29													
36	1	2	12	27	28	11	8	26	15	18	3	24	29													
37	1	2	12	27	28	11	8	26	15	18	3	24	29													
38	1	2	12	27	28	11	8	26	15	18	3	24	29													
39	1	2	12	27	28	11	8	26	15	18	3	24	29													
40	2	12	27	28	11	8	26	15	18	3	24	29	1													
41	2	12	27	28	11	8	26	15	18	3	24	29														
42	2	12	27	28	11	8	15	26	18	3	24															
43	2	12	27	28	11	8	15	26	18	3	24															
44	2	12	27	28	11	8	15	18	3	24	26															
45	2	12	27	28	11	8	15	18	3	24																
46	2	12	27	28	11	8	15	18	3	24																
47	2	12	27	28	11	8	3	18	24	15																
48	2	12	27	28	11	8	3	18	24																	
49	2	12	27	28	11	8	3	18																		
50	2	12	27	28	11	8																				
51	2	12	27	28	11	8																				
52	2	12	27	28	11																					

■ Starting grid position
□ On leader's lap
■ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

STATISTICS

AUSTRIAN GRAND PRIX

Round ten of the 1985 world championship.
Date: August 18, 1985.
Circuit: Zeltweg.
Track Length: 5.942 km/3.692 miles.
Race Distance: 52 laps or 308.98 km/193.115 miles.
Weather: Cool but overcast.
Attendance: 132,000.
Qualifying: 27. **Qualified:** 26. **Starters:** 26.
Finishers: 10.
Classified: 10.



THEIR FASTEST LAPS

Prost	1m 29.241s	Berger	1m 33.663s
Lauda	1m 30.052s	Warwick	1m 33.677s
De Angelis	1m 30.949s	Laffite	1m 33.708s
Fabi T.	1m 31.089s	De Cesaris	1m 33.883s
Johansson	1m 31.501s	Alliot	1m 34.040s
Tambay	1m 31.525s	Bellof	1m 34.219s
Alboreto	1m 31.536s	Patrese	1m 34.254s
Senna	1m 31.666s	Cheever	1m 35.522s
Rosberg	1m 31.667s	Palmer	1m 35.792s
Piquet	1m 31.816s	Acheson	1m 36.491s
Mansell	1m 31.835s	Rothengatter	1m 38.336s
Boutsen	1m 32.753s	Martini	1m 38.727s
Surer	1m 32.935s		

STARTING GRID

Prost
McLaren-TAG MP4
1m 25.490s

Lauda
McLaren-TAG MP4
1m 26.250s

Piquet
Brabham-BMW BT54
1m 26.404s

De Angelis
Lotus-Renault 97T
1m 26.799s

Alboreto
Ferrari 156/85
1m 27.516s

Surer
Brabham-BMW BT54
1m 27.954s

Warwick
Renault RE60B
1m 28.006s

Laffite
Ligier-Renault JS25
1m 28.249s

Berger
Arrows-BMW A8
1m 28.566s

Ghinzani
Toleman-Hart TG 185
1m 28.894s

Alliot
RAM-Hart 03
1m 29.827s

Acheson
RAM-Hart 03
1m 35.072s

Palmer
Zakspeed 85
1m 35.329s

Non qualified.

Brundle
Tyrell-Ford 012
1m 37.317s

Mansell
Williams-Honda FW10
1m 26.052s

Rosberg
Williams-Honda FW10
1m 26.333s

Fabi T.
Toleman-Hart TG 185
1m 26.664s

Tambay
Renault RE60B
1m 27.502s

Patrese
Alfa Romeo 185T
1m 27.851s

Johansson
Ferrari 156/85
1m 27.961s

Senna
Lotus-Renault 97T
1m 28.123s

Boutsen
Arrows-BMW A8
1m 28.262s

De Cesaris
Ligier-Renault JS25
1m 28.666s

Cheever
Alfa Romeo 185T
1m 29.031s

Bellof
Tyrell-Renault 014
1m 30.514s

Rothengatter
Osella-Alfa FA1
1m 35.329s

Martini
Minardi-Chiti M185
1m 36.765s

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Britain, Germany and Austria).

1. Prost	9	—	—	9	4	—	4	9	6	9	=	50
2. Alboreto	6	6	—	6	9	4	—	6	9	4	=	50
3. De Angelis	4	3	9	4	2	2	2	—	—	2	=	28
4. Johansson	—	—	1	—	6	6	3	—	—	3	=	19
5. Rosberg	—	—	—	—	3	9	6	—	—	—	=	18
6. Senna	—	9	—	—	—	—	—	—	—	6	=	15
7. Piquet	—	—	—	—	—	1	9	3	—	—	=	13
8. Tambay	2	4	4	—	—	—	1	—	—	—	=	11
9. Laffite	1	—	—	1	—	—	—	4	4	—	=	10
10. Boutsen	—	—	6	—	—	—	—	—	3	—	=	9
11. Mansell	—	2	—	2	1	—	—	—	1	—	=	6
12. Lauda	—	—	3	—	—	—	—	—	2	—	=	5
13. Bellof	—	1	—	—	—	3	—	—	—	—	=	4
14. Warwick	—	—	—	2	—	—	—	2	—	—	=	4
15. Arnoux	3	—	—	—	—	—	—	—	—	—	=	3
16. De Cesaris	—	—	—	3	—	—	—	—	—	—	=	3
17. Surer	—	—	—	—	—	—	—	1	—	1	=	2

FOR THE RECORD

New chassis for the Renault, Toleman and Williams • Changed back suspension for Prost, Mansell and Rosberg • Acheson takes Winkelhock's place in the Ram team • First GP for Ghinzani with the Toleman team • On Saturday morning, Niki Lauda announces his retirement. Rosberg is to replace him • First 1985 pole position for Alain Prost and his 20th GP win •

FINAL RESULTS

1. Prost (McLaren-TAG MP4) 52 laps or 308,943 km in 1 hour 20m 12.583s. 2. Senna (Lotus-Renault 97T) 1 hour 2m 42.585s. 3. Alboreto (Ferrari 156/85) 1 hour 20m 46.939s. 4. Johansson (Ferrari 156/85) 1 hour 20m 51.565s. 5. De Angelis (Lotus Renault 97T) 1 hour 21m 34.675s. 6. Surer (Brabham-BMW BT54) 1 lap. 7. Bellof (Tyrrell-Renault 014) 3 laps. 8. Boutsen (Arrows-BWM A8) 3 laps. 9. Rothengatter (Osella-Alfa FA1) 4 laps. 10. Tambay (Renault RE60B) 6 laps.

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Britain, Germany and Austria.)

1. Ferrari	9	6	1	6	15	10	3	6	9	7	72
2. McLaren	9	0	3	9	4	0	4	9	8	9	55
3. Lotus	4	12	9	4	2	2	2	0	0	8	43
4. Williams	0	2	2	0	4	9	6	0	1	0	24
5. Renault	2	4	4	2	0	0	1	2	0	0	15
Brabham	0	0	0	0	0	1	9	4	0	1	15
7. Ligier	1	0	0	4	0	0	0	4	4	0	13
8. Arrows	0	0	6	0	0	0	0	0	3	0	9
9. Tyrrell	0	1	0	0	0	3	0	0	0	0	4

PREVIOUS WINNERS

(Last five editions)
1984: Lauda (McLaren MP4-2)
1983: Prost (Renault RE40)
1982: De Angelis (Lotus 91)
1981: Laffite (Talbot-Ligier JS17)
1980: Jabouille (Renault RE30)

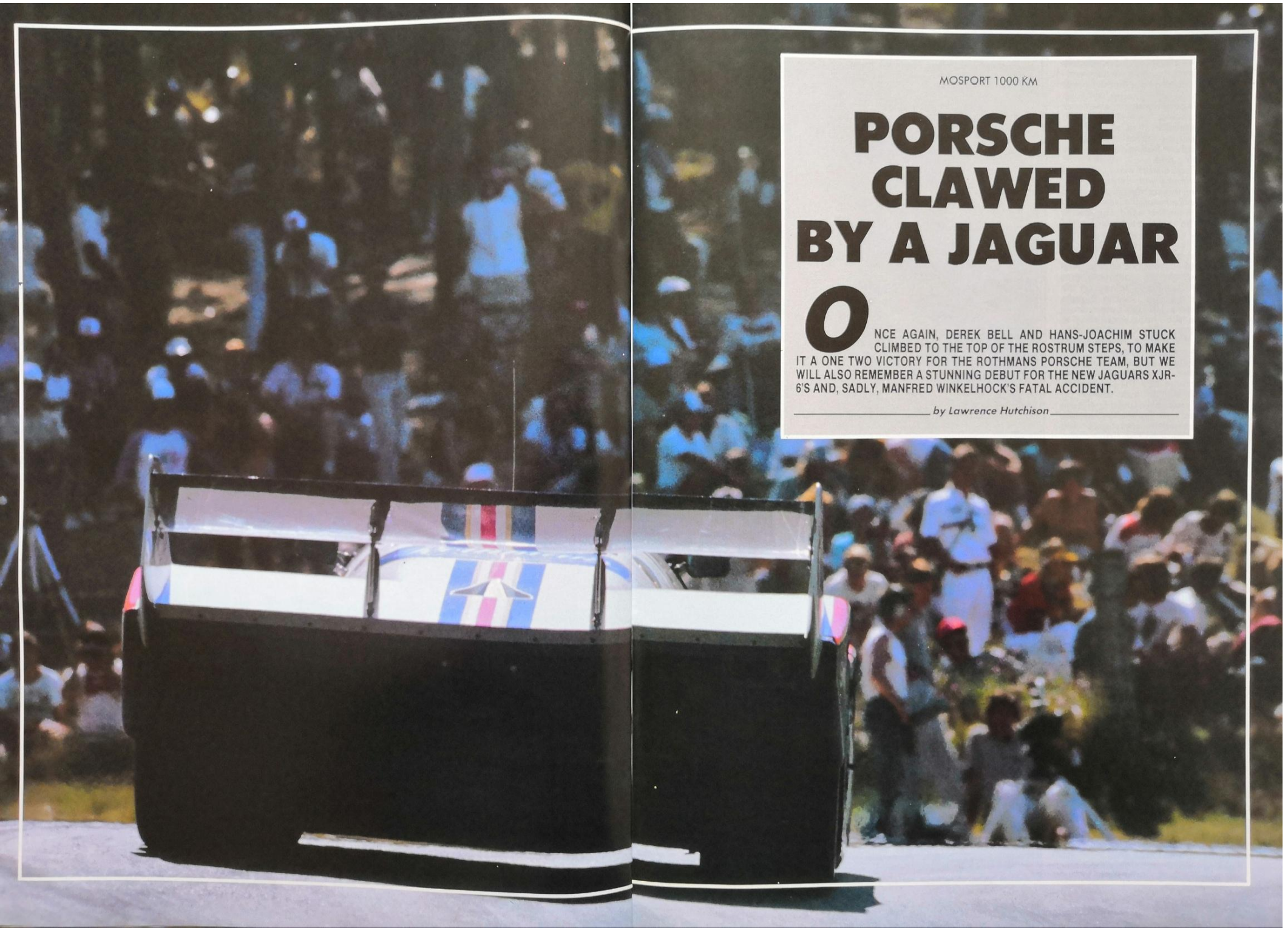
DRIVERS	TEAMS	CONSTRUCTORS	Qualifying Times	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/05 (T: MP4-2B/03)	1m 26.250s	1m 26.727s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/04	1m 25.490s	—
3. Brundle	Tyrrell Ltd	Tyrrell-Ford 012/6 (T: 012/6)	1m 31.022s	1m 30.514s
4. Bellof	Tyrrell Ltd	Tyrrell-Ford 012/7	1m 39.247s	1m 37.317s
5. Mansell	Williams Racing Team	Williams-Honda FW10/02 (T: FW/01)	1m 26.453s	1m 26.052s
6. Rosberg	Williams Racing Team	Williams-Honda FW10/03	1m 26.333s	1m 26.762s
7. Piquet	Brabham MRD	Brabham-BMW BT54/3 (T: BT54/5)	1m 26.568s	1m 26.404s
8. Hesnault	Brabham MRD	Brabham-BMW BT54/1	1m 27.954s	1m 50.796s
9. Winkelhock	RAM Automotive	RAM-Hart 03/3 (T: 03/2)	1m 32.766s	1m 29.827s
10. Alliot	RAM Automotive	RAM-Hart 03/1	—	1m 35.072s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T (T: 97T1)	1m 26.799s	—
12. Senna	John Player Team Lotus	Lotus-Renault 97T/2 (T: 97T/4)	1m 28.123s	3m 04.856s
15. Tambay	Equipe Renault Elf	Renault RE60/04 (T: RE60/03)	1m 27.722s	1m 27.502s
16. Warwick	Equipe Renault Elf	Renault RE60/02 (T: RE60/05)	1m 30.602s	1m 28.006s
17. Berger	Arrows Engine Team Ltd	Arrows-BMW A8/3 (T:A8/1)	1m 28.566s	1m 28.762s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 28.617s	1m 28.262s
19. Fabi	Toleman	Toleman-Hart TG 185/03 (T: TG 185/04)	1m 26.664s	11m 12.639s
20. Ghinzani	Toleman	Toleman-Hart TG 185/04	1m 28.894s	—
22. Patrese	Benetton Alfa-Romeo	Alfa Romeo 185T/2 (T: 185 T1)	1m 29.485s	1m 27.851s
23. Cheever	Benetton Alfa-Romeo	Alfa Romeo 185T/3	1m 29.031s	1m 29.608s
24. Rothengatter	Osella Squadra Corse	Osella Alfa F11-G/2 (T: FA1-G1)	1m 35.329s	1m 58.090s
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/2 (T: JS25/1)	1m 28.666s	—
26. Laffite	Ligier Sport	Ligier-Renault JS25/04/01	1m 29.181s	1m 28.249s
27. Alboreto	Ferrari SpA	Ferrari 156/85/04 (T: 156/85/02)	1m 29.774s	1m 27.516s
28. Johansson	Ferrari SpA	Ferrari 156/85-079 (T: 156/85-07 B)	1m 28.134s	1m 27.961s
29. Martini	Minardi Team SpA	Minardi-Ford M 185/03 (T: 185/01)	10m 36.417s	1m 36.765s
30. Palmer	Zakspeed Rennsport	Zakspeed 841/1	1m 36.060s	1m 35.787s

Niki Lauda (Mc Laren TAG-Porsche No 1) Autopresse

DURING A WHOLE 39 LAPS, LAUDA ONCE AGAIN FOUGHT MAJESTICALLY, UNTIL THE ENGINE PACKED UP

Stephan Johansson/Michele Alboreto (Ferrari No 28 and No 27) Autopresse

IN CLOSE FORMATION, JOHANSSON AND ALBORETO TOO FAR BEHIND THE MAC LARENS TO CAUSE ANY TROUBLE



MOSPORT 1000 KM

PORSCHE CLAWED BY A JAGUAR

ONCE AGAIN, DEREK BELL AND HANS-JOACHIM STUCK CLIMBED TO THE TOP OF THE ROSTRUM STEPS, TO MAKE IT A ONE TWO VICTORY FOR THE ROTHMANS PORSCHE TEAM, BUT WE WILL ALSO REMEMBER A STUNNING DEBUT FOR THE NEW JAGUARS XJR-6'S AND, SADLY, MANFRED WINKELHOCK'S FATAL ACCIDENT.

by Lawrence Hutchison

If it hadn't been for Winkelhock's deadly accident, Mosport could have quite easily been described as another walk over by the Porsche official team, although the Jaguar's performance was well over what we expected. The event had started in spectacular style with Martin Brundle qualifying the faster of the new Tom Walkinshaw Racing Jaguars third on the starting grid.

The green flag (re-start) was waved and the V12 groaned with determination. Martin timing it perfectly and squeezing past the two Rothmans Porsches taking the lead into the first bend. The crowds were kept on their feet thrilled to see that Brundle was keeping the lead, and, apparently, intended to do so for as long as possible. He was able to resist every one of Jacky Ickx's attacks, who was then overtaken by team-mate Hans Joachim Stuck thereby taking on the Jaguar/Porsche duel. Martin Brundle lasted a whole 10 laps before Stuck cranked the turbo boost pressure up to 1.25 bar, to pass the normal induction Jaguar on the straight. Ickx observed and did the same a lap later.

Martin Brundle was able to tail the two works Porsches, followed closely by Surer for another three laps. The Jaguar then had to retire with left front wheelbearing failure, probably caused by the use of wider front tyres fitted in a successful attempt to correct the cars slight understeering on the Canadian circuit.

Behind, Jean-Louis Schlesser, in the second Jaguar, was in close pursuit of Ludwig Heimrath's number two Kremer Porsche both men in good fighting spirits.

On lap 13, Brundle, as mentionned above, pitted and Surer, then in fourth position, collided with a back marker. The team lost a whole nine laps whilste repairing the damaged suspension, but the two team mates managed to carve their way back up the field into 9th position until Winkelhock's fatal accident occured.

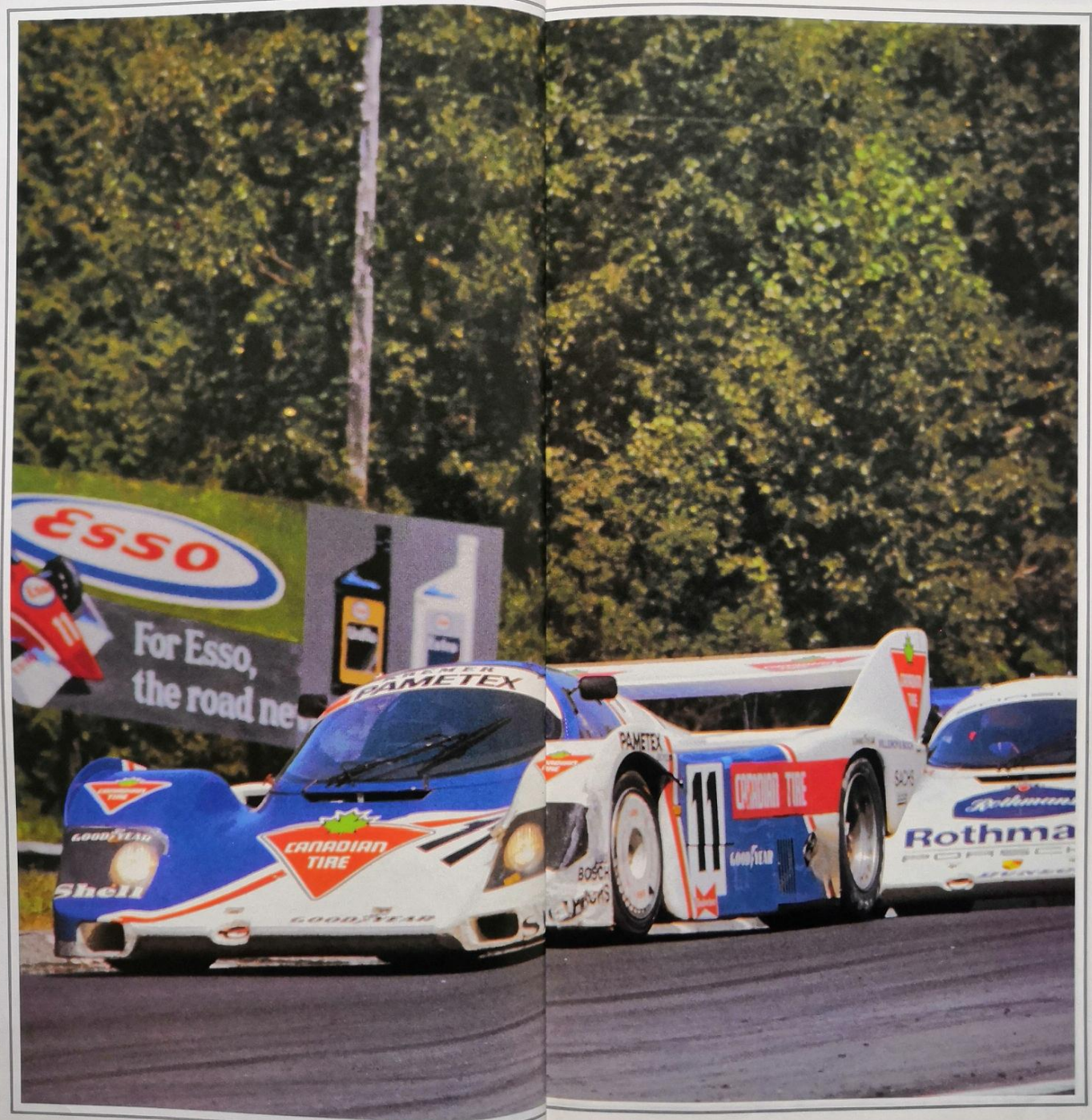
When Schlesser made his first fuel stop, Martin Brundle and Mike Thackwell took over the remaining Jaguar displaying some impressive and effective driving.

The Jaguar/Kremer duel continued until Martin Brundle was forced to make a pit stop to change a left front brake caliper. The Kremer-Porsche also pitstopped after a collision with a somewhat carelessly driven Sauber-Chevrolet, and badly damaging the nose frame and body work.

Although hindered by technical problems (water leak and cylindre trouble), Martin Brundle kept the Kremer Porsche at bay dropping his revs unders 5000 rpm to spare the somewhat rough sounding engine.

A third place for the TWR team and an amazing performance for the new car, particularly on this difficult 2.46 mile circuit.

Out in front, the two Rothmans Porsches thrilled the spectators as Ickx and Mass fought for the lead, Stuck and Bell fighting back even harder, the conflict was breathtaking. Briefly, the Ickx/Mass



MOSPORT 1000 KM

Round five of the World Endurance Championship for makes and round six of the Drivers World Endurance Championship.
Date: august 11, 1985.
Circuit: Mosport Track.
Track lenght:
Race lenght: 253 laps.
Weather: dry.
Entries: 19. **Qualified:** 19. **Starters:** 19.
Classified: 16.

STARTING GRID

Bell/Stuck
Rothmans-Porsche 962C
1m 09.775s

Ickx/Mass
Rothmans-Porsche 962C
1m 11.284s

Brundle/Thackwell
Jaguar XJR6
1m 12.602s

Surer/Winkelhock
Kremer-Porsche 962C
1m 13.710s

Heyer/Schlesser
Jaguar XJR6
1m 14.792s

Heinrath/Heinrath Jr/ Kroesemeijer
Kremer-Porsche 956
1m 16.287s

Spice/Bellm
Tiga-Ford GC 85
1M 18.980s

Graham/Jelinski
Gebhardt-Ford 853
1m 19.165s

Finotto/Facetti/Frey
Alba-Carma AR6
1m 20.367s

Gellini/Barberio
Alba-Ford AR6
1m 22.413s

Smith/Dickons/ Cohen-Olivar
Chevron-Ford B62
1m 23.371s

"Fonfor"/Bieri/Gysler
Sauber-Chevrolet
1m 24.885s

Baker/Grantham/ De Marco
Tiga-Ford C2 85
1m 26.534s

English/Thompson
Camaro
1m 28.791s

Andrews/Payne
Ceekar-Ford
1m 32.217s

Hochreuter/Bartling
Porsche RSR
1m 33.110s

Brezinka/Centeno/Burnett
Porsche RSR
1m 34.011s

Zwiren/Peters/Dawe
Mazda RX 7
1M 37.841s

Danner/Los/Mabrink
March-Porsche 84G
n.c.

FINAL RESULTS

1. Bell/Stuck (Rothmans-Porsche 962C) 5 hours 55m 41.988s (104.941 mph*). 253 laps (1st Gr. C1).
2. Ickx/Mass (Rothmans-Porsche 962C) 5 hours 57m 06.848s. 253 laps.
3. Thackwell/Schlesser/Brundle (Jaguar XJR6) 234 laps.
4. Heinrath/Heinrath Jr/Kroesemeijer (Kremer-Porsche 956) 234 laps.
5. Spice/Bellm (Tiga-Ford GC 85) 231 laps (1st Gr. C2).
6. Graham/Jelinski (Gebhardt-Ford 853) 225 laps.
7. "Fonfor"/Bieri/Gysler (Sauber-Chevrolet) 211 laps (1st GTP)
8. Andrews/Payne (Ceekar-Ford) 203 laps.
9. English/Thompson (Camaro) 199 laps (1st GTO).
10. Zwiren/Peters/Dawe (Mazda RX 7) 184 laps.
11. Finotto/Facetti/Frey (Alba-Carma AR6) 218 laps.
12. Bellini/Barberio (Alba-Ford AR6) 157 laps.
13. Danner/Los/Nabrink (March-Porsche 84 B) 148 laps.
14. Baker/Grantham/De Marco (Tiga-Ford) 146 laps.
15. Hochreuter/Bartling (Porsche RSR) 125 laps.
16. Brezinka/Centeno/Burnett (Porsche RSR) 103 laps.
* New average speed record.
Fastest lap: Bell/Stuck (Rothmans-Porsche 962C).

Ickx/Mass (Rothmans-Porsche 962 C) tailing Heinrath's Kremer 956.

Porsche pit stopped with a rear tyre puncture, but Mass was in fact able to repass Stuck and take the lead once again, on lap 200. The situation lasted throughout six laps, until Mass span off in the final corner, where the track surface was begining to brake up, smacking the rear of the car into the barrier and thereby damaging the upper suspension triangle bursting and smashing the rear tyres. It took the mechanics 6 minutes to get Jacky Ickx back on the circuit, though by then, the sister car was home and dry.

In the closing laps, Ickx collided with Carlo Facetti's Group C2 Alba, both cars only just making it to the finishing post. In fact, the Alba was leading the C2 class until the accident when Spice/Bellm's Jaeger Spice Tiga grabbed its fourth victory (in the C2 Group) with the Cosworth engine, coming 5th overall. In second position was the Labatt's (a Canadian brewery) Gebhardt driven by Frank Jelinsky and John Graham.

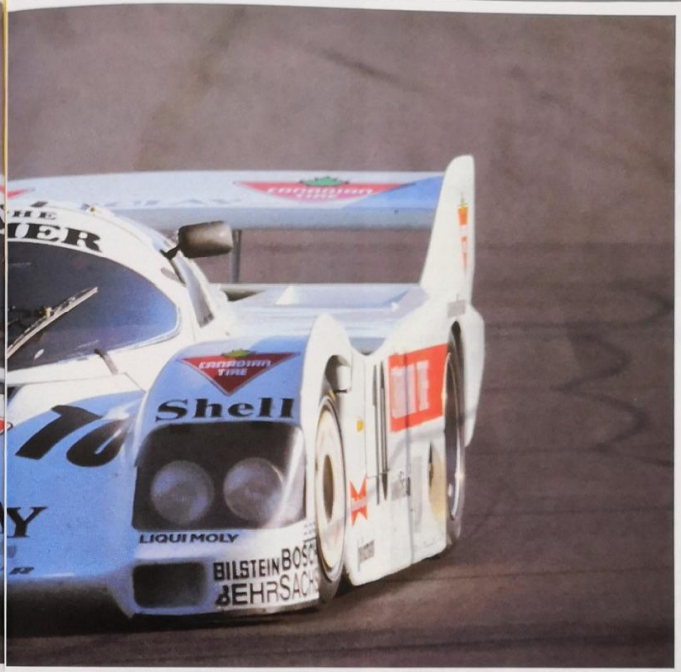
It must be told that during the qualifying session, Hans Stuck beat the track record speed at 127 mph and therefore became the fastest of the Porsche drivers and again proving to be a strong contender to the World Drivers Championship.

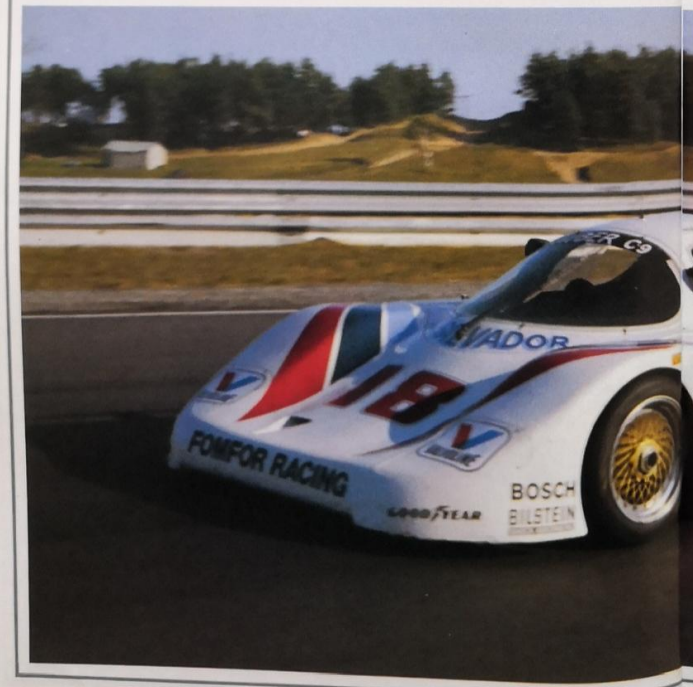
After Mosport, Bell/Stuck in the lead with 82 points ahead of their teammates Ickx/Mass with 66 points, and the Rothmans Porsche Team now leads, 92 points ahead of the unfortunate Kremer Team.

A definitely thrilling race, and as the teams now go to Spa-Francorchamps, we know just what to expect of the new Jaguar XJR-6S, quite simply, a potential victory! ■

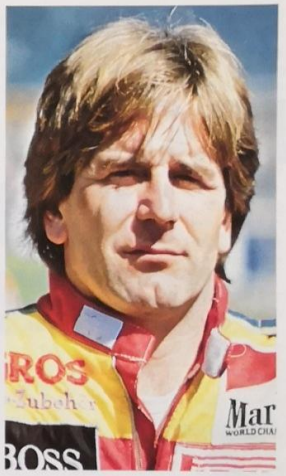
"Fonfor"/Bieri/Bysler at the wheel of their Sauber-Chevrolet out to win in GTP.

Hans Stuck patiently waiting for team mate Derek Bell.





IN THE MEMORY OF...



A dark cloud was cast over the Mosport circuit which will now bare the memory of Manfred Winkelhock. August 11, 1985, Winkelhock at the wheel of his Barclay Canadian Tyre sponsored car was fighting his way back up the field after co-driver Surer's collision with a back marker, when suddenly the car lost all grip on the deteriorating track surface.

It all happened in Mosport Turn 2, a downhill left hander taken in fourth gear at around 140 mph. The car missed the rows of catch fencing and slammed head on into the concrete retaining wall. The impact was horrific. The front right corner of his Porsche simply folded in under the impact, and the whole left flank disintegrated.

Manfred Winkelhock was trapped in the wreckage by the legs. He was extracted 25 minutes later still unconcious and rushed to the circuit medical center, and then taken to Sunny Brooke Hospital in Toronto. According to the doctors, he had nos bones broken but a severe head injury. Doctors carried out an operation, in vain. Manfred died without regaining conciousness, 24 hours later.

The causes: mechanical? driving error? No, the more obvious reason would seem to be the bad condition of the track surface at Mosport. It was decided too dangerous for F1 cars, and yet Endurance cars in the World Championship were raced that day. Sorry but once again, it makes no sence. How many more deaths will we have to witness before the authorities at least acknoledge that there is still something very wrong somewhere.
Could they once again be blind to another human life?

THE NEW JAGUAR XJR-6 LE MANS SPORTSCAR

THE ALL-NEW JAGUAR XJR-6, A GROUP C RACING SPORTSCAR WHICH WILL BE SEEKING TO BREAK THE PORSCHE STRANGLEHOLD ON LE MANS NEXT YEAR, IS NOW A REALITY AND THE FIRST DEVELOPMENT CHASSIS HAS UNDERGONE SHAKEDOWN TESTING IN ENGLAND. DESIGNED BY TONY SOUTHGATE, THE CAR HAS BEEN CONSTRUCTED IN KIDLINGTON, NEAR OXFORD, ENGLAND, BY TOM WALKINSHAW RACING, AND THE PACKAGE CONSISTS OF A HIGH-TECHNOLOGY CHASSIS EQUIPED WITH THE NORMALLY ASPIRATED JAGUAR V-12 ENGINE. HAVING BEEN PRESENTED TO THE PRESS IN HOCKENHEIM, WEST GERMANY, THE NEW CAR WAS SET TO MAKE ITS RACE DEBUT IN THIS YEARS FIA WORLD ENDURANCE CHAMPIONSHIP AT MOSPORT PARK, CANADA.

by Quentin Spurring

The drivers in the two-car TWR team, which has built the XJR-6 working closely with Jaguar Engineering in Coventry, were Britons Martin Brundle and Tom Walkinshaw, New Zealander Mike Thackwell, and German Hans Heyer.

Given a free hand to design a world-beating sportscar, Southgate set out to exploit the most obvious weakness of the leading WEC contenders from Porsche and Lancia, which is chassis engineering. Once competing against these aluminium chassis cars, the Jaguar will be structurally the most advanced car in the series, featuring a very strong and rigid monocoque chassis made from weaves of carbonfibre and Kevlar materials. The construction is as integral as practicalities allow, the main structure consisting of the cockpit module, floor, front and rear bulkheads, side sponsons and roof. Types and strengths of the weave vary according to the loads on different areas.

The chassis has been made to Formula 1 standards of technology not only to gain rigidity and long life, but also to save weight, and the body panels, the ground-effect underbody, the doors and the front and rear wings are also made from the latest composite materials. The reason is that the V-12 powerplant, relative to the rival Porsche flat-six turbo, is about 70 kilos (over 140lbs) heavier. The Jaguar engine is also very long and, in order to improve front/rear weight distribution and to avoid an overly long wheelbase, the designer has built a shaped recess about 5 inches into the face of the rear bulkhead. The big engine slots into this recess and is fitted to the monocoque as a semi-stressed chassis member.

The TWR team, whose new Le Mans project will be coordinated by former March and Toleman engineer Roger Silman, builds its own race engines, and the XJR-6 is equiped with a 6-litre version on the V-12 'stockblock', still with only two valves per cylinder. Under the direction of Allan Scott, the TWR enging shop has been experimenting for some time with specially developed four-valve cylinder heads, and a new engine thus equiped to give substantially more power has been given many testing miles in England mounted in the rear of one of the American Group 44 team's Jaguar XJR-5 cars, the IMSA GTP model that was raced at the 1985 Le Mans race. The tests have been very promising, but the team does not yet have an electronic engine computer good enough to allow it to use the extra power under the stringent Group C fuel economy regulations, which restrict the cars to using a maximum of 51 litres to cover every 100 kilometres. Development in the area of electronic engine management will continue, but in the meantime the TWR team will use the proven two-valve engines which are probably capable of producing in the region of 620 horsepower. Under WEC race conditions, this will be on a par with the Porsche and Lancia turbo units, and the Jaguar will weight about the same as its rivals.

The body of the XJR-6 has been designed using a wind-tunnel at the Imperial College, London, so as to exploit maximum downforce. The volume of air flowing through the twin ground-effect tunnels has been increased by the use of bigger rims than the commonly used 16 inches all round, actually 17ins at the front and big 19 ins wheels at the rear. In addition, the rear suspension is a particularly neat design, the brake assembly, hub, upright and coilspring/shock absorber produced in an extremely compact unit which fits entirely inside the wheel rim. As the suspension hangs from a wide beam atop the tunnels, only the bottom wishbone and the driveshaft protrude into the tunnel airstream.

The front suspension consists of pushrods operating almost horizontal coilsprings mounted in the centre of the car.

The wheels have been specially produced in a single casting by Speedline to take the latest 'Denloc' race tyre from Dunlop.

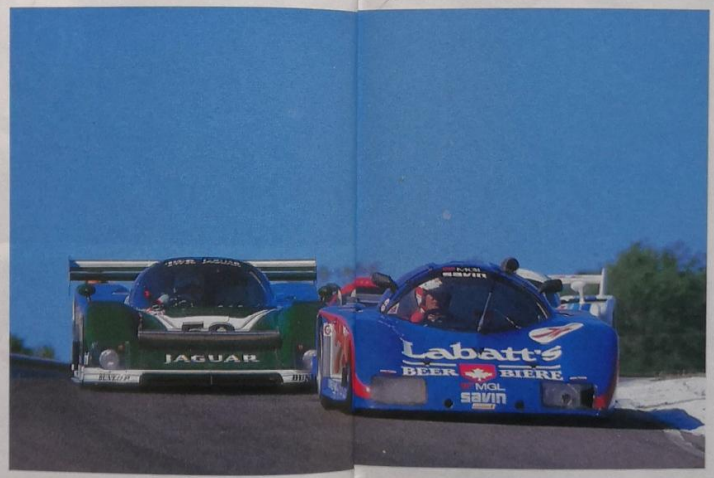
The engine drives not through the usual Hewland VG gearbox but via a five-speed transmission manufactured by March Engineering to handle the big power outputs of the Buick V6 turbo GTP engine.

Initial testing of the new car, undertaken by Martin Brundle at Snetterton and Donington Park, have shown much promise. In back-to-back tests at Snetterton, the XJR-6 was more than two seconds a lap faster on its very first run than the XJR-5, although the GTP car was fitted with the more powerful, four-valve engine. Walkinshaw: "*Especially now that we have given it a run, we are confident that what we have here is a package capable of winning WEC sportscar races as things stand. But it would be over-ambitious to expect to win this year, and the one thing we cannot predict with any degree of accuracy is the level of competition in the future. Before we even began the project, we had a very clear idea of what we could achieve — but we are also aware that, once our capability becomes known, there will be a natural increase in the technical performance of our rivals.*"

"*The question is, how quickly and how effectively will Porsche and Lancia be able to react? And we will not know until we are actually operating within the competitive environment how easy, or how difficult, it will be for us to make progress ourselves, so as to maintain our level of competitiveness.*"

Although taken from the drawing board to the test track in only about four months, the XJR-6 looks to be a genuinely impressive engineering package, well designed and beautifully constructed, featuring a light and rigid chassis, a proven and sufficiently powerful engine, and good tyres. It could be a winner even without the race day flexibility of turbocharging, an option considered by the TWR team but discarded on grounds of extra weight. The team owner, certainly, is quietly confident about the car's prospects. "*In some ways it was a pity that we could'nt have the new race car ready for Le Mans,*" he says, "*but from a racing standpoint I reckon we are coming into the World Championship at around the right moment. We are a new team coming into sportscar racing for the first time. We need these few remaining months of the 1985 series: we will be using them to locate the gaps in our programme. Then we will plug those gaps. And then we will come at them hard in 1986...*"

After Mosport, the TWR Jaguar team, which has the full backing of the factory, has the remaining WEC races at Spa Francorchamps (Belgium), Brands Hatch (England), Mount Fuji (Japan) and Sandown Park (Australia) in which to show that potential.



1. The new Jaguar. Aerodynamicaly built.

2. First race for the XJR6 and certainly a promising one, here headed by Graham/Jelinski (Gebhardt-Ford).

3. Third place for the Thackwell/Brundle/Schlesser trio. The Jag's certainly living up to its reputation!

TIMO ON FORM

AFTER HIS NEW ZEALAND VICTORY, SALONEN ADMITTED THAT HE HAD WANTED TO PROVE THAT HE WAS THE FASTEST. BEFORE THE START OF THE RALLY OF ARGENTINA, HOWEVER, HE ANNOUNCED THAT HE WAS ONLY LOOKING TO FINISH AND SECURE POINTS FOR THE DRIVER'S TITLE. AT THE MOMENT, THE FINN JUST CAN'T PUT A FOOT WRONG WHICH IS MORE THAN CAN BE SAID FOR HIS UNFORTUNATE TEAM-MATE, ARI VATANEN.

By Michel Lizin

Despite having been given number 1, Carlos Reutemann was not first away since he doesn't have the F1 Super-licence at the moment. Mehta, then, was first off the starting ramp followed by Salonen, Vatanen, Blomqvist, Recalde and Reutemann. The first stage was long and fast. Vatanen took fastest time in 11m 54s, at an average speed of 130 kph. Blomqvist and Salonen were only 1 second slower, Wiedner 44s and Reutemann 1m 13s. Mehta was handicapped by carburettor problems which were to last all day and found himself behind the Renault 18s of Soto, Recalde and Raies.

Unfortunately, the promising battle up front was not to last long. On the second stage, Vatanen landed hard at high speed after hitting a rut. The violent shock sent the Peugeot 205 into a serie of rolls and both members of the crew were seriously hurt. Assistance was immediately on hand in the form of the Aerospatial helicopter and Vatanen and Harryman were immediately rushed to hospital. Blomqvist too fell victim to the second stage which included twenty or so watersplashes. The new front spoiler on the latest evolution of the Quattro Sport had the effect of a wedge, throwing water up over the windscreen and, worse, into the engine bay. The Swede arrived at one ford a little too quickly and tore the spoiler off. The engine stalled in the incident and took all of two minutes before restarting. The Audi driver slipped dramatically down the leader board, finding himself amongst the better Renault 12s, all of 2m 42s behind Salonen, the new leader.

The Finn was already able to slow his pace as early as SS3. Wiedner lost around two minutes with Motronic problems and Recalde lost 1m 30 after rolling his Renault before losing a further 12 minutes on SS4 when he stopped to bleed the cooling system.

These were all stages that were particularly suited to the top speed of Blomqvist's Audi but oil smeared on the wind-screen prevented him from making the most of his advantage. At the end of the first leg (4 stages), Salonen was leading Blomqvist by 2m 41s, Wiedner by 6m 34s and Reutemann by 6m 57s. Reutemann had been having problems with the suspension settings on his Peugeot and Mehta, 12m 58s behind Salonen, was not far in front of the Renault 18s of Raies, Chiavarolle and Soto who were, in turn, ahead of Stillo and Torras. 101 crews were still in the rally.

The second leg was the longest of the rally with 320 km of stages. Salonen was able to maintain his lead over Blomqvist but punctured on SS7. The offending wheel was changed by the Peugeot mechanics, who were following in the helicopter, without the crew having to leave the car. Given the goahead by his mechanics, Timo shot off just as Blomqvist caught up. The Audi driver tried to overtake but, instead, was forced to brake hard to avoid a collision. Salonen's lead was reduced to just 1m 40s. On the following stage, Blomqvist gave it everything he had. Three-quarters of the way through the 60 km stage, he was 20 seconds faster than Salonen. However, shortly afterwards, his oil pressure gauge fell to zero and the Swede was forced to finish at a snail's pace. Instead of reducing the gap between himself and the Peugeot driver, he conceded a further 1m 32s. More importantly, the motor was irrepairably damaged and, on the following road section, a piston punched a hole in the block, spelling the end for Blomqvist.

Wiedner was fastest on SS9 after Salonen's intercom failed. The Austrian increased his lead over Reutemann by 2m 28s and everybody knew that, as long as he was lying second, Peugeot would not be confirmed as World Champions in Argentina.

At the end of that leg, Salonen's advantage over the second-placed driver was 12m 39s. Wiedner had managed to break away from Reutemann and was now 17m 06s clear. Mehta was having further problems with his motor and the cause, which took a long while to localise, turned out to be water in the fuel. The Kenyan driver was fourth, over 32 minutes behind the leader, with a three minute advantage over Raies, the best placed Renault 18 driver. Despite a puncture and rear brake problems for each one, Stillo and Torras were respectively 7th and 8th with their Renault 12s after Recalde's head gasket blew.

The third leg had little effect on the overall positions. A relaxed Timo Salonen never took his engine over 7 000 rpm in 5th (8 200 rpm max) and left fastest time on the two fastest stages to the Audi Quattro of Wiedner. Raies retired with diff. problems and Stillo dropped 4 minutes after an off, letting his great rival, Miguel Torras, into 6th position.

Carlos Reutemann was getting progressively more confident at the wheel of the Peugeot 205 Turbo 16 and even recorded his only fastest time on the first stage of the final leg, as Salonen and even Wiedner began to slow. Then he punctured on SS22 and lost 4 minutes. The first five overall positions remained the same for the rest of the rally. Final victory went to Salonen, ahead of Wiedner, Reutemann, Mehta and Ernesto Soto, group A winner with the only Renault 18 to finish. Unlucky Torras lost time following mechanical problems, leaving 6th place to Stillo. He still managed to finish 7th, in front of Shah's Nissan 240RS and the Chevette of Brazilian driver, Bordin, but was later excluded when his exhaust was found not to be homologated. 41 crews made it to the finish.

The Format

Apart from the fact that there was no longer a day's rest after the first leg, the format of this year's Rally of Argentina was similar to 1984's. The stages too were more or less as last year, except that extremely heavy rain in July had rendered them particularly rough.

The start was given at Buenos Aires on Tuesday July 30 at 10 o'clock in the evening. If you don't count the 800km run out from Buenos Aires, overnight, to the Cordoba region, more than half the total route consisted of special stages. Nearly all were run in daylight and were all within the Cordoba area. In fact all four legs finished at the stadium of this important regional capital.

Total length of the rally was 2615km, including 23 special stages totalling 957km, all of which were on loose surfaces. A quick calculation shows that the average stage length was over 40km! The rally finished at 3pm local time on Saturday August 3.

A dramatic scene. The wreckage of Vatanen's Peugeot 205 Turbo 16 lying motionless after an incredibly violent accident.

A "slightly" damaged Renault 18. The going was tough throughout this year's Argentinian Rally.

Team by Team

One hundred and fifty one crews were entered for the rally and 138 actually started. The main attraction for the local spectators was, of course, Carlos Reutemann, nicknamed 'Lole'. Codriver for the occasion was Jean-François Fauchille, Bruno Saby's usual partner. Carlos was driving Timo Salonen's recce car. Salonen/Harjanne and Vatanen/Harryman were each driving the Peugeot 205 Turbo 16s that they had used in New Zealand. Higher suspension settings were used and the cars had been prepared for the rough nature of the stages.

From a technical point of view, the main interest in Argentina was in the Audi Sport Quattro S1 Evolution 2. The honour of driving the car for the first time on a World Championship event went to Blomqvist/Cederberg. The major changes concerned the aerodynamics, weight distribution and the motor. Wiedner/Zehetner were present with an ex-works, privately entered Quattro A2.

Two Nissan 240RS had come across from Kenya and were driven by Mehta/Mehta and Shah/Drews. The rest of the entry was principally made up of local crews driving group A Renault 18 GTX (165bhp for 1100kg), an armada of Renault 12s and all sorts of Fiats. A few drivers had made the journey from Uruguay with Gp A Ford Escorts and the Brazilian, Bordin Filho, had brought along his Chevette. This year, only FISA homologated vehicles were allowed to enter and, as a result, the event did not count for the Argentine championship.

Revenge at Silverstone

At the end of the third leg, Timo Salonen was still sporting an immaculate pair of racing overalls. A direct contrast to Carlos Reutemann's which were positively grimey.

"*What's up, Carlos? Have you been on a rally or something? Are you tired? Maybe you'd like to rest...,*" teased Timo. Reuteman didn't lose face. "*You name the day and we'll see which one of us can get under 1m10s at Silverstone.*"

The 1985 Rally of Argentina took in some 2 600 km, including 956 km of special stages. Salonen's rally can be summed up as 46 km flat out and the rest an easy jaunt through the South American countryside.
The event, however, had got off to a flying start, with the three main contenders for victory one second of each other at the end of the first 26 km stage. It was too good to last. The excitement came to a sudden end on the following stage when Ari Vatanen and co-driver, Terry Harryman, were victims of a high-speed roll which puts a rather sad and abrupt end to their season. The consequences could have been far worse.
In the same stage, Stig Blomqvist lost nearly three minutes after the engine of his Audi Sport Quattro flooded, following a water-splash, allowing the current leader of the World Series to slow his pace and (already) simply keep half an eye on what was happening behind him. "*A lead of only one second is enough to win a rally,*" philosophised Salonen during a recent interview.
After the rally, his analysis was as lucid as ever, "*Because of the long straights, the first leg of the event should have been in the Audi's favour whereas the daylight stages that followed were logically going to be to the Peugeot's advantage, due to its better handling characteristics. With Stig already over two and a half minutes behind as we set off for the second leg and not really able to match my stage times, I realised that I was going to be able to take things relatively easy until the finish.*"
Already, on the Acropolis, it was clear to see that Salonen had become a master in the art of choosing and imposing the ideal rythm, even if that is much easier to do if you are leading. At the beginning of the second of four legs, Salonen punctured and called in the helicopter for help. His lead over Blomqvist was reduced to 1m 40s at the end of stage 7. Unperturbed, the Finn had no intentions of quickening his pace to make up for lost time. Instead, he opted to let the Audi driver come at him. On stage 8, any hopes that Blomqvist may have been nurturing were dashed as the Audi's engine began to cough. Shortly afterwards, a piston decided to take a breath of fresh air and promptly punched a hole in the side of the poor Swede's block.
After only a third of the event, Salonen's Rally of Argentina had become nothing more than a sightseeing trip.

VATANEN OUT OF LUCK

If all the rallysport gods are turning their attentions to Timo Salonen, then they must be taking their sights off former favourite, Ari Vatanen. The poor Finn's spell of bad luck continues and, this time, the consequences are far more serious. The injuries that he and Harryman incurred in South America are probably going to put them on the sidelines for at least six months.
Things could have been worse for Terry and, especially, Ari. "*For a number of hours after the accident, we weren't sure whether Ari was going to survive,*" explained Jean Duby, the Peugeot team doctor. "*His breathing was bad and we feared internal bleeding or even that one of his vital organs had been punctured. I must admit that I was only fully reassured two days after the accident.*"
About half-way through the second stage, on a fast straight, it would appear that Vatanen attempted to cross a rut at high speed in the middle of the track. Most other competitors had tackled the rut more to the right. The front end of the Peugeot landed heavily and sent the French car into a series of rolls. It was probably the initial shock that was responsible for most of the injuries. The Peugeot helicopter, which had been following Salonen, immediately came to the crew's assistance, taking the pair to the nearest hospital.
The near-drama came very much as a surprise since Vatanen had appeared very relaxed before the start of the event. A lot more so, in any case, than he had been in New Zealand. The Finn had prepared his rally extremely thoroughly. "*What a professional that guy is,*" exclaimed Reutemann before the start. "*He must have been through each stage at least four times.*"
Reutemann's remark is proof that Ari was very determined to shine in Argentina. After the New Zealand round, the Finn had announced that "*there's more to life than just rallying.*" At the start of the South American event, he explained just what he had meant by that statement. "*I had only wanted to say that today's rally cars are so quick that you just can't afford to lose your concentration for even a second. There's no way you can take the same risks that we could take with the Ford Escort, for example. That's why, when I feel I'm attacking too hard, I start to think of the other beautiful things that life has to offer. I begin to think of my family and I say to myself that it isn't worth risking my life for the sake of a rally.*"
Two days later, Vatanen came close to death after a high-speed accident.
The incident will certainly throw open again the whole question of performances and risks of modern Group B rally cars. Once again, a reason will be found for the accident showing that the specification of today's rally cars had nothing to do with it but didn't they say the same thing for ground-effect Formula 1 cars? For a long time, ground-effect was never given as the cause for the increasing number of accidents until statistics forced people to change their opinions and, as a result, the regulations. Let's just hope that something will be done to rally cars before we get to that situation.
The latest Evolution of the Audi Sport Quattro was making its World Championship debut here in Argentina but it didn't succeed in making any inroads into Peugeot's domination. Its famous front spoiler lasted only two stages before being torn off, along with the front wings, after a passage through a Ford and Blomqvist was forced to complete a few stages with these bodyparts missing.

A good overall result for Mehta (Nissan).

Austrian Wilfried Wiedner grabbed a well deserved second place in an "old" Quattro, and "thanks" to him, Peugeot aren't quite World Championsyet.

AUDI STILL WITH VAGUE HOPES

"*Of course, without the spoiler the Audi understeered a bit,*" he explained. Then after a pause, he added, "*To balance the car up again we'll have to set the rear spoiler completely flat.*" We were prompted to ask now, with such a set up, how did the new car compare with the previous Sport Quattro? "*Worse,*" came the frank answer.
"*The engine, on the other hand, sounds a lot healthier,*" someone commented. Blomqvist smiled back. "*It's not because a motor sounds nice that it is neccessarily better. You're right though. Its response has definitely improved.*" However, the Swede was never able to make the most of the Audi's top speed. "*The engine lost oil from the outset and it was getting thrown up onto the windscreen. On loose stages, it is difficult to drive at speeds of upto 220 kmh with only limited visibility.*"
With Blomqvist out of the running, it was the Austrian driver, Wilfried Wiedner, who took up the chase. He was nevertheless able to stop Peugeot scoring a one-two and, as a result, clinching the World title in Argentina. Wiedner is in fact a Fiat dealer in the Austrian Tyrol. Aged 36, he started rallying about ten years ago with a Fiat 128 before turning to a self prepared Fiat 131 Abarth. It was he who prepared the Lancia Monte

Arriba "Lole" Carlos Reutemann finished 3rd, but still has a lot to learn...

Carlo driven by Blomqvist on the 1979 Jänner Rally. Wiedner is considered by many to be faster than Franz Wittmann but he only started obtaining good results in 1984 with an Audi 80 Quattro before moving to a Gp. B Quattro. This year he has already won the Jänner Rally and will most certainly be crowned Austrian champion before the end of the season. The Rally of Argentina was not only his first World Championship event but also his first rally outside of his native Austria. In Argentina he was able to benefit from Audi's service crew and Michelin tyres from the start. After Blomqvist's retirement, he was constantly followed by Roland Gumpert in the Audi helicopter.

ARRIBA REUTEMANN

"*How's it going, Carlos?*"
"*Terrible. I just can't get to grips with the car.*" That was how Carlos Reutemann summed up his first experience with the Peugeot 205 Turbo 16 at the end of the first leg. The suspension settings were making competitive driving difficult for the Argentinian star who was further handicapped by too much brakes at the front. Once the settings had been modified, "*Lole*" felt much happier with the French car.

"*It's a lot more fun now,*" he commented later in the event. "*You know, it's not a rally car, it's a real single-seater. It brakes like a F1, it accelerates like a F1 and turns like a F1. I'd be interested to know what the centrifugal force is with someone like Timo Salonen behind the wheel. It must be very high. Once the car was set up right, I had no real problems with it as far as driving style is concerned. On the other hand, my pace-notes system was miles out. When I had a clear view of the stage, I think my stage times were OK. But I just couldn't force myself to have full confidence in what Jean-François Fauchille was calling out. In the past I have never really had to drive with notes and, in any case, I wasn't totally happy with the system we were using. If I could start the rally again, I would prefer notes which were clearer, simpler and much quicker to announce.*"
"*Are you intending to compete on other rallies in the future?*"
"*No. I wanted to do this one. That's enough.*"
It was clear that Reutemann's presence on the event had an enormous effect on the Argentinian public. Over 50,000 people turned up at the finish at the Cordoba Stadium to cheer their idol. The crowd went wild as the electronic scoreboard displayed "Arriba Lole" just seconds before the man himself entered the stadium at the wheel of his Peugeot 205 Turbo 16.
Interest in the rally had been even more marked along the route and in the towns which the rally cars crossed. More so, in fact, than on the stages themselves. It must be said that one television channel devoted ten hours a day to the event, a number of stages were broadcast live and two local radio stations talked of nothing but the rally throughout its duration. One of them had even arranged to have a reporter in a plane which followed the crews on the stages, giving instant information as and when incidents occured.

THE CHAMPIONSHIP SITUATION

Peugeot are not yet World Champions but they really aren't far off after the Rally of Argentina. If Audi don't win the 1000 Lakes, Peugeot will be assured of the title whatever the 205 Turbo 16s do. If Audi do manage to win in Finland, the title will go to the French manufacturer if Peugeot finishes in the top six.
As far as the driver's championship is concerned, Timo Salonen's lead is now 48 points, the equivalent of two victories. ■

Blomqvist's new "Evolution 2" Audi Quattro was forced to retire after problems with road holding and the front spoiler. A lot has yet to be done before it becomes really competitive.

TECHNICAL DATA

5th Argentinian Rally.
Date: July 30 - August 3, 1985.
Eighth round of the World Rally Championship for drivers and makes.
Start: Buenos Aires.
Finish: Cordoba.
Route: 2,614.75 km divided into four legs. 23 special stages were planned and run (956.7 km) on gravel tracks only.
1st Leg: Buenos Aires-Cordoba (1,119.73 km), from 22:00 on Tuesday, July 30, to Wednesday July 31 at 15:00, comprising four loose stages (173,35 km).
2nd Leg: Cordoba-Cordoba (581.86 km), on Thursday, August 1, from 06:00 - 17:00, comprising seven loose stages (319.63 km).
3rd Leg: Cordoba-Cordoba (525.97 km), on Friday, August 2, from 06:00 - 16:30, comprising seven loose stages (279.19 km).
4th Leg: Cordoba-Cordoba (386,89 km), on Saturday, August 3, from 06:00 - 14:00, comprising five loose stages (184.23 km).
Entries: 151; **Starters:** 138; **Finishers:** 40; **Classified:** 39.
Weather: Dry, cold in the mornings (5°C) and hot afterwards (20°).

SUCCESSIVE LEADERS

SS 1: **Vatanen.**
SS 2 - SS 23 (finish): **Salonen.**

BEST RESULTS

	1	2	3	4	5	6	A	B
Salonen	12	10	1	—	—	—	23	23
Wiedner	6	6	8	2	—	—	22	23
Blomqvist	3	4	—	—	—	—	7	8
Reutemann	1	4	11	5	1	—	22	23
Vatanen	1	—	—	—	—	—	1	1
Soto	—	—	1	9	5	5	20	23
Mehta	—	—	1	6	11	2	20	23
Raies	—	—	—	1	2	4	7	13
Recalde	—	—	—	—	2	—	2	6
Stillo	—	—	—	—	1	4	5	23
Shah	—	—	—	—	1	4	5	23
Torras	—	—	—	—	—	3	3	23
Etchegoyen	—	—	—	—	—	1	1	23

A: Number of placings in first 6.
B: Number of special stages covered.

FINAL RESULTS

1. Salonen/Harjanne (Peugeot 205) 10 hours 04m 33s (1st Group B).
2. Wiedner/Zehetner (Audi Sport Quattro) 10 hours 18m 29s.
3. Reutemann/Fouchille (Peugeot 205) 10 hours 35m 47s.
4. Mehta/Mehta (Nissan 240) 11 hours 04m 46s.
5. Soto/Christie (Renault 18) 11 hours 10m 58s (1st Group A).
6. Stillo/Stillo (Renault 12) 11 hours 49m 42s.
7. Shah/Drews (Nissan 240) 12 hours 02m 16s.
8. Bordin/"Tuca Cunna" (Chevette 16) 12 hours 13m 46s.
9. West/Assaoourian (Ford Escort) 12 hours 31m 15s.
10. Etchegoyen/Borrallo (Ford Escort) 12 hours 37m 00s.
11. Maccari/Merlo (Renault 12) 13 hours 12m 33s.
12. Veglia/Ocampo (Renault 12) 13 hours 17m 42s.
13. Aguira/Costa (VW Passat) 13 hours 32m 26s.
14. Hernandez/Coggiola (Peugeot 504) 13 hours 35m 12s.
15. Garavaglia/Knuasen (Renault 12) 13 hours 35m 34s.
16. D'Agostini/Carrizo (Renault 12) 13 hours 37m 05s.
17. Clement/Olivera (Renault 12) 13 hours 45m 51s.
19. Goma/Aliberti (Renault 12) 13 hours 52m 17s.
20. Faini/Carlos (Renault 12) 13 hours 58m 00s.

MAIN RETIREMENTS

Vatanen/Harryman (Peugeot 205 Turbo) SS 2: off road.
Recalde/Del Buono (Renault 18 GTX) SS 7: cylinder head gasket.
Blomqvist/Cederberg (Audi Sport Quattro) before SS 9: engine failure.
Chiavarolle/Lopez Picciane (Renault 18 GTX) SS 14: diff shaft.
Raies/Campana (Renault 18 GTX) SS 14: differential.
Torras/Stella (Renault 12) disqualified at the finish, car non conform to rules.

FEATURES

Ari Vatanen and Terry Harryman had an impressive off, their injuries will keep them away from rallying for at least six months.
Peugeot notched up its sixth win in eight rallies.
Timo Salonen scored his fourth win of this year.
A semi-amateur team stopped Peugeot from winning the title on the eighth round of the Rally Championship.

FOR THE RECORD

Cars:
First appearance of the Audi Sport Quattro S1 in the World Rally Championship, second evolution of the Quattro Sport.
Chevrolet scored their first World Rally Championship points.
Drivers:
First (and only?) participation of Carlos Reutemann at the wheel of a Peugeot 205 Turbo for his second World Rally Championship outing.
First participation in a World Rally Championship round for Wilfried Wiedner.
Carlos Reutemann and Wilfried Wiedner became Priority A drivers.

PAST RESULTS

(Since its creation).
1980 : Röhrl/Geistdorfer (Fiat 131 Abarth).
1981: Fréquelin/Todt (Talbot Sunbeam Lotus).
1982: Rally cancelled.
1983: Mikkola/Hertz (Audi Quattro).
1984: Blomqvist/Cederberg (Audi Quattro).

WORLD RALLY CHAMPIONSHIP (Drivers)

(Results after eight of twelve rounds : Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand and Argentina).

Salonen	12	+	12	+	20	+	4	+	—	+	20	+	20	+	20	=	108
Blomqvist	10	+	15	+	10	+	—	+	—	+	15	+	10	+	—	=	60
Vatanen	20	+	20	+	—	+	—	+	—	+	—	+	15	+	—	=	55
Röhrl	15	+	—	+	12	+	—	+	—	+	—	+	12	+	—	=	39
Saby	8	+	—	+	—	+	—	+	15	+	—	+	—	+	—	=	23
Kankkunen	—	+	—	+	—	+	20	+	—	+	—	+	—	+	—	=	20
Ragnotti	—	+	—	+	—	+	—	+	20	+	—	+	—	+	—	=	20
Mehta	—	+	—	+	—	+	—	+	—	+	10	+	—	+	10	=	20
Biasion	2	+	—	+	15	+	—	+	—	+	—	+	—	+	—	=	17
Kirkland	—	+	—	+	—	+	12	+	—	+	4	+	—	+	—	=	16

11. Björn Waldegaard (S), Ingvar Carlsson (S) and Wilfried Wiedner (A) 15, 14. Bernard Béguin d Carlos Reutemann (RA) 12, 16. Hannu Mikkola (SF), Rauno Aaltonen (SF) and Billy Coleman (EIR) 10, 9. Per Eklund (S), Werner Grissmann (A), Erwin Weber (D), Yves Loubet (F), Saeed Al Hajri (Q), Malcolm Stewart (NZ) and Ernesto Soto (RA) 8, 26. Henri Toivonen (SF), Gunnar Pettersson (S), Jose Miguel (P), Alain Ambrosino (CI), Bertrand Balas (F), Achim Warmbold (D), Reg Cook (NZ) and Mario Stillo (RA) 6, 34. Dany Snobeck (F), Mikaël Ericsson (S), Carlos Bica (P), Jean-Paul Bouquet (F), Inky Tulloch (NZ) and Jayant Shah (EAK) 4, 40. Jean-Claude Andruet (F), Santinho Mendes (P), Yasuhiro Iwase (EAK), Camille Bartoli (F), George Moschous (GR), Possum Bourne (NZ) and Sady Bordin Filho (BR) 3

WORLD RALLY CHAMPIONSHIP (Makes)

(Results after eight of eleven rounds : Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand and Argentina).

Peugeot	18	+	18	+	18	+	6	+	16	+	18	+	18	+	18	=	130
Audi	16	+	16	+	14	+	—	+	—	+	16	+	14	+	16	=	92
Nissan	—	+	—	+	4	+	14	+	—	+	12	+	8	+	12	=	50
Renault	6	+	—	+	—	+	—	+	18	+	—	+	—	+	14	=	38
Toyota	—	+	—	+	10	+	18	+	—	+	—	+	—	+	—	=	28
Lancia	8	+	—	+	16	+	—	+	—	+	—	+	—	+	—	=	24
Porsche	—	+	—	+	—	+	—	+	14	+	10	+	—	+	—	=	24
Ford	—	+	—	+	8	+	—	+	—	+	—	+	6	+	7	=	21
Mazda	—	+	6	+	—	+	—	+	—	+	14	+	—	+	—	=	20
Subaru	—	+	—	+	—	+	9	+	—	+	—	+	11	+	—	=	20
Opel	—	+	4	+	—	+	12	+	—	+	—	+	—	+	—	=	16
Alfa Romeo	—	+	—	+	—	+	—	+	14	+	—	+	—	+	—	=	14
VW	—	+	—	+	—	+	—	+	—	+	10	+	—	+	—	=	10
Chevrolet	—	+	—	+	—	+	—	+	—	+	—	+	—	+	9	=	9
BMW	—	+	—	+	—	+	—	+	9	+	—	+	—	+	—	=	9
Talbot	—	+	—	+	—	+	—	+	8	+	—	+	—	+	—	=	8
Citroën	4	+	—	+	—	+	—	+	—	+	—	+	—	+	—	=	4

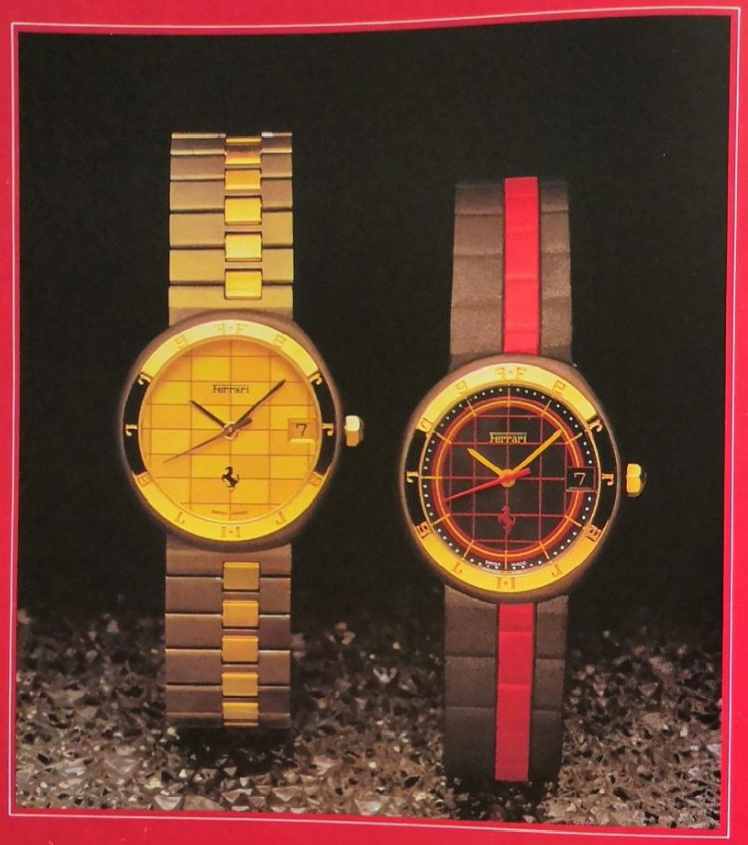
Soto (Renault 18) André Marzoli

GROUP A HONOURS WENT TO THE RENAULT 18 OF SOTO WHO FI

SHED BEST LOCAL DRIVER BEHIND "LOLE" REUTEMANN

Blomqvist (Audi Quattro Sport) André Marzoli

LUCKILY FOR AUDI, WIEDNER TOOK OVER 2 nd PLACE AFTER BLOMQVIST'S UNHAPPY DEBUT WITH THE LATEST EVOLUTION QUATTRO



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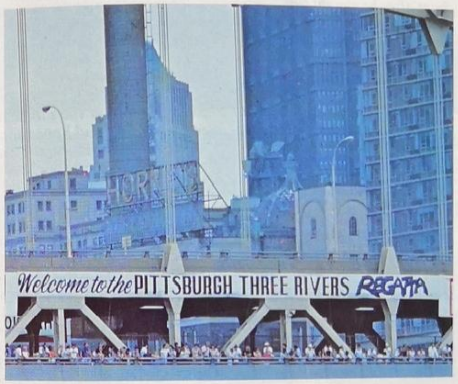
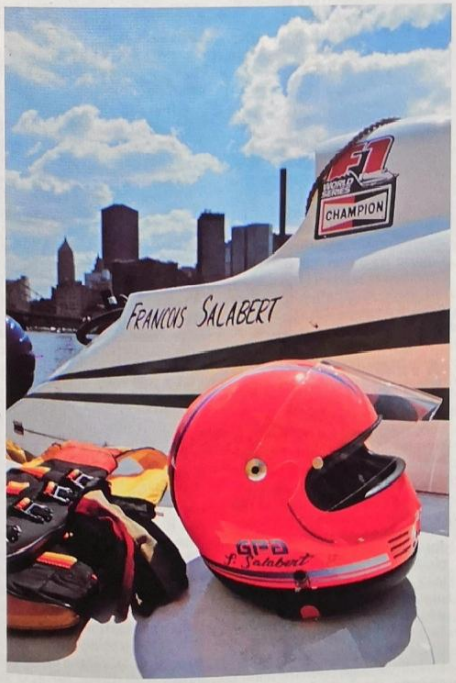
GRAND PRIX

FORMULA 1 POWERBOAT WORLD SERIES

by Zoe Trumper Photos Pro One





A CHOICE OF CHAMPIONS

With less than half the Formula One World Series completed, plans are already being finalised for the 1986 season, and the programme appears to be an ambitious one. Competitors can expect at least sixteen and possibly more events counting towards Championship points; new venues mentioned include Brazil, Australia and Japan, all under the auspices of promotions company Pro One, of Belgium. An extra Grand Prix, and possibly two, will be scheduled for the United States in addition to the present four, in Toledo and Cincinatti, and Canada is said to be keen also to stage an event in Toronto.

American Ben Robertson became the fifth winner in as many Grands Prix in Montreal, on July 21, and has since solidified his win with a second in Minneapolis and another victory in Pittsburgh, moving to the head of the points table and earning himself a cool $41,000 prize money.

As for the exposure of this young and expanding sport, the Champion Spark Plug Formula One World Series received an unexpected bonus at the four American Grands Prix. Besides the local television stations that covered each event, USA cable network had their cameras out in force, and produced hour long programmes on each race. 14 million viewers watched the Chattanooga Grand Prix three weeks after the event, a stunning advantage for sponsors and promoters, and the remaining three programmes were similarly scheduled.

But it is back to Europe now, for the London Grand Prix on August 24, and a return to Pro One's comprehensive facilities for the smooth running of the remaining six events in this Championship that has already elevated at least seven drivers into a position for them to make a strong challenge for the World title.

FROST'S FUTURE

When Rick Frost failed to compete in the closing events of the 1984 World Championship, it seemed the Englishman was indicating his imminent retirement. The thirty nine year old's second year of Formula One had been characterised by extremely erratic results — ranging from a win in Pittsburg to trailing the field at more than one of the other events that claimed the lives of four of his colleagues.

Yet, whether it was the new safety measures or the offer of new sponsorship, Frost has found a new enthusiasm for this year's World Series. After solving a variety of technical problems on his Johnson powered Velden rig, the Denim sponsored driver took the bit between his teeth and forced through to a third in Minneapolis. And he was on his way to even better things in Pittsburgh, lying in second position before his motor failed. "*Me retire last year?!*" Frost laughed at the suggestion. "*How can I retire when I have this sport in my blood? Racing is my life!*" And the driver outlined his plans for 1986. "*I am not very fond of running as an independent. I shall either join a team if I get a good enough offer — certainly not a 'second' driver to anyone — or run my own two-boat team.*" Any team of this successful businessman will have to be taken seriously, and even for this year, no one should be ignoring Frost's almost single-minded determination to finally prove him self as a front runner.

NEW BOAT FOR ROBERTSON

N.A.I.U.'s team manager Bob Thompson confirmed in Pittsburgh he has bought a Velden hull for Robertson for the last six races of the season. "*Benny has been doing very well in the Burgess in America,*" agreed Thompson, "*but we have two Molinaris he and Gene Thibodaux should race in Europe, and I am not so happy about going back to them now. It's not only that Gene is very happy with his Velden — it's safe and very manageable, and certainly competitive — but the safety cockpit has proved itself to me and I want my drivers to be strapped in as soon as possible.*"

Thibodaux presently competes in a 1984 Velden without the cockpit and this boat has been transported to Europe, hoping that Van Der Velden will be able to fit a cockpit into it, but the American will anyway use it for the remainder of the season.

SUPER LICENSES ISSUED TO FIVE

The number of drivers with Formula One '*super licenses*' increased during the American races, with six hopeful competitors going through their paces in front of a committee of drivers and officials. Five were approved and allowed to compete, the sixth failing to convince the committee he would be safe in a Formula One Grand Prix. "*They were quite right,*" admitted Barney Glaefke, "*I've hardly driven the boat before, and I was not comfortable in it. Next time I do that it will be after a lot more hours in any boat I'm going to use in Formula One.*"

TWO MONTHS IN THE LIFE OF A BOAT RACING TEAM

"*When did our problems in America begin? I don't know what to say really,*" Chris Hodges looked a little nonplussed at the question. He tapped a spanner against the palm of his hand absent mindedly and mulled over the question. Then the little man who had always been known just as an expert boat designer before showing his considerable talents at team management, looked up with a grin. He discarded the spanner and settled himself on the tail of the Hertz rent-a-truck, as if to say, '*This is one long story!*'.

"*Let's see now,*" he mused, "*we've had five races in North America in the space of seven weeks. Well,*" he calculated quickly in his mind, "*since the start of it all, we have had to repair both boats from damage received during shipping, rebuild Spalding's motor after he barrel-rolled in Sacramento and then repair his boat after he caught fire when a fuel line ruptured the next day, and repair it again after Vidoli hit him and tore out the right hand sponson. And just as we were putting the finishing touches to Spalding's boat in Minneapolis, Wik's engine bracket broke and he hooked and went straight into the rescue boat, so we had to do something about that!*"

Hodges decision to repair Wik's wrecked boat overnight is indicative of the team manager's energy and determination. Born a Londoner but based now in Norfolk, Hodges is a perfectionist where racing is concerned, and his look of disgust at his own patchwork on Wik's catamaran made it clear that this was the last time we would see any boat of his in such a condition.

"*Neither Spalding's boat after Montreal or Wik's boat in Minneapolis would have been repaired if it wasn't for the total dedication of the entire team,*" Hodges pointed out. "*Even after seven weeks of being on the road together, of working or driving at least sixteen hours a day seven days a week, the team morale is outstanding — the only thing everyone complained about half way through was the lack of English cigarettes, so we easily remedied that when Gilly Percival came back after ten days back in England!*"

A FEW STATISTICS...

Gilly is a director of the Percival Hodges Racing Team, her late husband having been a partner with Chris in racing until his fatal accident last year. And the mother of two children has fallen naturally back into her role of ensuring that the team is fed, clothed and warm, or, in America's case, cool! "*We hired a motorhome for the entire seven week trip,*" explained Gilly, "*and we wouldn't have survived without it!*" Never parked more than a hundred yards from the team's pit area, the motorhome was a centre for clean clothes, cool drinks, air conditioning... "*and foot that became progressively more English, by everyone's request!*" laughed Gilly, "*By the last week, I was cooking nothing but beef stews and shepherd pies!*"

England's most successful Formula One powerboat team had modest results at the five North American races, with Spalding earning two fifth places, and Wik, a second and sixth. "*But Spalding was also running in the last two races with an extremely painful arm, a result of his crash with Vidoli,*" explained Hodges, "*and we are not pushing Wik for wins in his first year. That he is in fifth place on the Championship table at the moment is more than we had hoped for.*"

There was no doubt the team were happy at the thought of returning to Europe, not that they had any chance of taking a holiday. There was a brand new 40' transporter waiting to be kitted out in time for the London Grand Prix, a new boat to rig for Wik, a spare boat to prepare, engines to rebuild... None of it sounded so different from the previous seven weeks!

WOODS PREFERS BENDIX

Barry Woods ran with a Bendix fuel injection in Pittsburgh, replacing the computerised fuel injection supplied as standard on his Evinrude V8 outboard. "*All it does,*" explained Woods, "*is cut out the electrical problems I seem to get with the c.f.i.*" The American logged the fastest lap during unofficial practice, but broke the Bendix air and fuel flow controller later, both during practice and in the twenty lapper. However, Woods and his engineer Ron Anderson are determined to persevere, convinced they will iron out their problems before others get the better of the c.f.i.

... Barry Woods has captured three pole positions but has failed to win a Grand Prix this year... Gene Thibodaux has led four Grands Prix and won one, but has led and won two of the twenty lap sprint races... Robertson has also led four races, and won two; their competitors contend that propellers are the key to the N.A.I.U. Team's early-race successes... of hull victories: Molinari, Velden and Burgess hulls have each won two Grands Prix, Hodges only one, but only has two boats on the water compared with three Burgess and Molinaris, and seven Veldens.

BEN ROBERTSON: ROUGH WATER CHAMPION

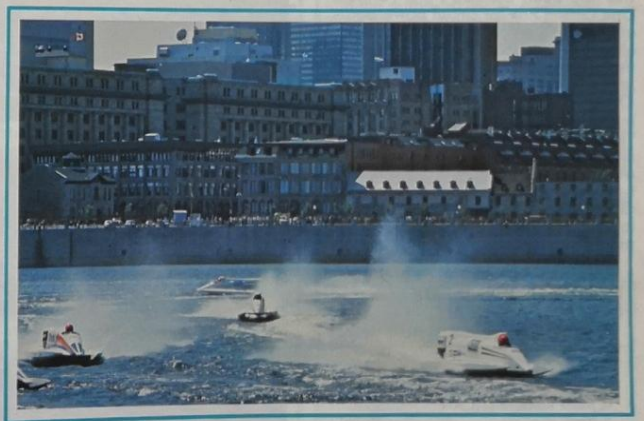
"AT LAST!" SHOUTED BENNY ROBERTSON TO THE SKIES IN TRIUMPH, "AT LAST I HAVE DONE IT!" THE AMERICAN WITH THE WIDE GRIN AND SMILING EYES STOOD ON THE PODIUM AND KISSED THE CHAMPION SPARK PLUG TROPHY IN JUBILATION. HIS FIRST FORMULA ONE VICTORY WAS IN HIS POCKET — AFTER A TRAUMATIC HALF SEASON OF EARLY LEADS, BREAKDOWNS AND CRASHES.

A jubilant Robertson receives his trophy from Martyn Brownhill, representative of the World Series sponsor Champion Spark Plugs, at the Montreal Grand Prix.

Vidoli and Spalding scramble from their sinking boats after colliding on the turn in Montreal and forcing a temporary halt to the race.

François Salabert (boat No 3) shoots into the lead of the Montreal Grand Prix, flanked by team-mate Arthur Mostert and Bertil Wik, only to be forced into retirement with a broken gearcase after twenty laps.

The rough water in Montreal's dock demanded drivers' total skills and concentration.



"*Boy, was it rough out there!*" exclaimed Robertson, "*I was pleading for the flag to come out — I think I could have held off Bertil Wik who was behind me for a lot longer, but it was so tiring!*"

In fact, Robertson was one of only nine competitors to finish the Montreal Grand Prix, so rough was the course lying in the heart of the city, in a dock off the St. Lawrence river. First victim was Gene Thibodaux who caught a wave and barrelrolled his boat on the first turn after the spectacular Le Mans start. Neither driver nor catamaran were injured, but the V8 Johnson outboard motor would need drying out, and the American N.A.I.U. driver was forced to stay on the bank for the remainder of the 60 lap race. And Italian daredevil Kicco Vidoli forced another halt to the race, when his steering locked on the turn and his Nordica Molinari slammed straight into the side of current Championship leader Bob Spalding, just as he was attempting to overtake the English veteran.

"*If I hadn't been in a reinforced cockpit,*" insisted Spalding, as he looked over his badly damaged Hodges catamaran, "*I'd be hurting now. He came at me with such a force I spun round at least once, and he took out the whole side of the boat!*"

Meanwhile, François Salabert, who had defended the lead each time in the start and the re-start, was having problems of his own. "*Why can't they wait to re-start the race?*" he cried in desperation, as the Kool team's pit crew worked feverishly to replace a broken gearcase which failed just as the Frenchman slowed down to come in for the second re-start. But the officials could not wait, and with added complications eleven laps went by before the Frenchman's Kool Velden could be lowered onto the water. Another opportunity lost for the talented driver.

MISSISSIPPI MANIA

"EH." VIDOLI SMILINGLY SHRUGGED IN THE WAY ONLY ITALIANS CAN, "MOTOR GOOD, BOAT GOOD, GOOD TEAM. SO WE WIN!" BUT IT HAD BEEN A WELL EARNED VICTORY FOR THE MODEST MEMBER OF THE NORDICA MOLINARI TEAM AT THE MINNEAPOLIS GRAND PRIX, THE INTENSE YOUNG DRIVER RACING A HARD AND WELL PLANNED FORTY LAPS, AND HIS WIN MOVED HIM TO THE HEAD OF THE POINTS TABLE IN THE CHAMPION SPARK PLUG FORMULA ONE WORLD SERIES.

Vidoli flies high to his second victory of the season, in Minneapolis.

Salabert's team-mate fared as badly. Arthur Mostert was driving a brand new catamaran, flown in from the team's racing centre in the Netherlands to replace the craft he wrecked in Sacramento, and was lying in third place on the 43rd lap, when he caught a wake and was pushed onto another competitor, Fred Steinberg, losing the entire 'pickle', or front part of his sponson.

But not all of these V8 powered catamarans, capable of speeds, well in excess of 130mph, were suffering such destruction. Whilst Robertson maintained a steady couple of seconds between himself and the ambitious Swede Bertil Wik, veteran Barry Woods moved into third place after Mostert's retirement, a place he held to the chequered flag on the choppy and extremely short course. And Fred Steinberg, undamaged from his close encounter with Mostert, and still very much a trainee in the competitive class, found to his delight that he was elevated to a finishing fourth position, after American driver Art Kennedy was penalised one lap for turning on the inside of a buoy.

This had been Canada's first Formula One Grand Prix for circuit powerboats and world series organisers Pro One are already clear about some improvements they will make for next year. "*There is a much better stretch of water by the Olympic stadium,*" said Pro One's managing director Jean-Paul Libert, "*which has all the associated facilities like public seating already in place.*"

Meanwhile, however, just one week lay between the Montreal and Minneapolis Grands Prix — there was going to be a lot of midnight oil burning in the teams' mobile workshop!! ■

MONTREAL GRAND PRIX RESULTS - TIME TRIALS

	TIME (secs)
1. Bob Spalding (GB)	36.26
2. Arthur Mostert (NL)	36.48
3. François Salabert (F)	36.50
4. Mark Rotharmel (CAN)	36.67
5. Bertil Wik (S)	36.78
6. Ben Robertson (USA)	36.86
7. Art Kennedy (USA)	37.37
8. Cees Van der Velden (NL)	37.73
9. Fred Steinberg (D)	37.92
10. John Sanders (USA)	38.46
11. Enrico Vidoli (I)	38.92
12. Andy Bullen (GB)	39.31
13. Gene Thibodaux (USA)	
14. Rick Frost (GB)	
15. Barry Woods (USA)	

GRAND PRIX RESULTS

1. Ben Robertson (USA) (N.A.I.U./Burgess/Johnson)	**9 pts**
2. Bertil Wik (S) (Percival Hodges/Molinari/ Evinrude)	6 pts
3. Barry Woods (USA) (Nordica/Molinari/Evinrude)	4 pts
4. Fred Steinberg (D) (United Pools/Velden/Johson)	3 pts
5. Andy Bullen (GB) (LoCam/Burgess/Johnson)	2 pts
6. Art Kennedy (USA) (Concrete Co./Molinari/Evinrude)	1 pt

Pit controller Jack Lewis paced the boat park impatiently. "*Do these teams think they can just up half an hour before testing,*" asked the official, "*and find a place waiting for them in the pit?*"

Four of the expected seventeen Formula One craft were missing from the bustle of the pit area next to the recently dredged area of the Mississippi river. Rick Frost wandered aimlessly amongst the other team's camps, having flown in earlier that morning, the English driver looking dejectedly at his watch every few minutes. "*I got a phone call to say they had broken down on the road,*" he explained, "*but they should be here soon.*" Sure enough, the Denim/Velden/Johnson rolled in later that evening, hot on the heels of the newly repaired Kool boat of Arthur Mostert, paint still drying on the patched sponson of the wooden Velden catamaran.

And in the early hours of the morning, in drove the weary crew of the Percival Hodges Racing Team, Bob Spalding's boat magically restored to its former shape.

Testing had already begun Saturday morning when a large "BOOM!" had everyone running to the side of the course. Swedish driver Bertil Wik had been breaking in a motor on the second Hodges boat, and had completed seventeen of the required twenty minutes, when the centre section bracket holding motor to boat suddenly snapped, the engine disappeared under the boat, and Wik hooked violently to the left embedding the boat into an aluminium rescue craft.

Fortunately, not one of the five people in the boat received so much as a scratch, and as for Wik, he unstrapped himself and stepped out, yet another instance of the new cockpits protecting a driver from potential injury. But the boat itself looked as if it would not race again.

"*We'll see about that,*" muttered Hodges grimly, as he calculated the hours until 3pm the following afternoon, the time of the Grand Prix. Hodges worked through the night to make what repairs he could and had the Swedish driver back on the water a matter of minutes before the two minutes gun, the electrical problems prevented Wik from ever making the challenge he had hoped.

Meanwhile, all other crews immediately checked their own brackets for weakness, and anything suspect was changed for new parts, which prevented six contenders from competing in time trials. This handicap increased in importance when Saturday's twenty lap race was cancelled due to excessive wind.

"*How can I expect to get a good result from fourteenth starting position?*" asked Salabert to no one in particular, "*I'll have to get a good start*". But his team manager van der Velden counselled against charging for the first turn.

"*That's where most of the accidents happen,*" pointed out the Dutchman, "*you'll do far better sitting in the middle of the pack until it thins out a little, and if you haven't got to the lead in forty laps, you won't do it in fifty.*"

Salabert followed the older driver's advice, leaving American Thibodaux with his Johnson powered catamaran to scream into the lead as the light turned green for the forty lap Grand Prix, his compatriot and archrival Barry Woods hot on his wheels.

As the seventeen boats flew around the course on the thirteenth lap, it was clear Woods was suffering from a loss of power for he could not prevent first Ben Robertson, and then his own high flying team partner Vidoli passing him in quick succession, Salabert soon after slipping into fourth place.

Even as Vidoli was gaining on Robertson, the gap was narrowing also to the lead boat, and suddenly all three boats were racing neck and neck up the river, under the bridge and heading for the turn. First out of the turn on the twenty fifth lap roared Robertson, Vidoli hovering yards behind him. And one lap later Vidoli drove into the turn on the inside of the N.A.I.U. boat and emerged from the confusion with a lead he quickly extended to a safe distance.

Rick Frost, meanwhile, had clearly regained the competitive edge that had so far been missing from his performance this year. The British driver forced his way up from ninth into a battle with Mostert and Kennedy, slipped past both drivers into sixth and edged past compatriot Bob Spalding who was wrestling with his boat after his engine trim had seized.

By the twenty-fifth lap, Frost was in position to challenge Salabert for fourth place, but the Frenchman was in turn trying to pass Thibodaux as they flew over the water at over 120 mph. The three boats slewed into the top turn on lap twenty-eight, Salabert caught between Thibodaux and Frost. The position was a precarious one, and the Frenchman almost immediately lost control, nearly barrel-rolled and sucked water into the outboard, killing it instantly.

Frost emerged from the confusion in third, and Vidoli, Robertson and Frost held their positions for the remaining twelve laps until the chequered flag, Thibodaux taking fourth ahead of Spalding and Mostert.

One week later, the race that was expected to be the roughest event of the season for these lightweight and fragile catamaran lay in store — Pittsburgh. ■

South African Fred Steinberg, in his first year of Formula 1, has already impressed onlookers with two fourth places.

In order to bear the power of a big engine the Formula 1 boats are fitted with structures able to distribute pressure along the hull.

MINEAPOLIS GRAND PRIX RESULTS - TIME TRIALS

	TIME (secs)	SPEED (mph)
1. Barry Woods (USA)	44.11	117.38
2. Gene Thibodaux (USA)	45.36	114.63
3. Andy Bullen (GB)	45.46	114.38
4. Rick Frost (GB)	47.16	110.42
5. Ben Robertson (USA)	47.26	110.02
6. Andy Bullen (GB)	47.65	109.12
7. Art Kennedy (USA)	48.18	107.92
8. John Sanders (USA)	48.58	107.03
9. Randy Pierson (USA)	49.58	104.88
10. Fred Steinberg (D)	50.26	103.46
Bob Spalding (GB)	DNS	
Arthur Mostert (NL)	DNS	
Steve de Souza (USA)	DNS	
François Salabert (F)	DNS	
Cees van der Velden (NL)	DNS	
Mark Rotharmel (CAN)	DNS	

GRAND PRIX RESULTS

1. Enrico Vidoli (I) (Nordica/Molinari/Evinrude)	**9 pts**
2. Ben Robertson (USA) (N.A.I.U./Burgess/Johnson)	6 pts
3. Rick Frost (GB) (Denim/Velden/Johnson)	4 pts
4. Gene Thibodaux (USA) (N.A.I.U./Velden/Johnson)	3 pts
5. Bob Spalding (GP) (Percival Hodges/Hodges/ Evinrude)	2 pts
6. Arthur Mostert (NL) (Benson & Hedges/Kool/ Velden/Johnson)	1 pt

ROBERTSON TAKES THE LEAD

IT WAS A FAIR AND SQUARE VICTORY FOR ROBERTSON IN PITTSBURGH WITH FEW CHALLENGING HIM FOR THE LEAD. THE AMERICAN IS THE FIRST TO EMERGE AS A DOMINANT FACTOR IN THE WORLD SERIES, NOW PAST THE HALF WAY MARK.

Cradle and powerhead are assembled in this V8 Johnson. It is clear how pulsened exhaust collectors are connected to underwater stacks. (top left).

Talented youngster Ben Robertson moves to the head of the points table with his win in Pittburgh. (left).

200.000 spectators for the last USA-race in Pittsburgh. (above).

As has often been the case this year, time trials gave little indication of the direction the Grand Prix itself would take. This was highlighted in Pittsburgh by the relatively calm water of the Allagheny river as drivers took their V8 powered catamarans through their paces on Saturday, and the churned-up maelstrom the seventeen boats were faced with after just a few laps of the twenty lap sprint race later that afternoon. As a warm-up for the main event the next day, drivers took good heed of the conditions, knowing engines would have to be lowered with the hydraulic trim after a few laps, turns approached with extreme caution.

"*I found another reason why I want to be strapped in to a safety cockpit,*" said Gene Thibodaux as he wearly climbed out of his boat after winning the twenty-lap sprint race. "*I use most of my energy just staying in the boat on a course like this. As I was thrown against the sides every time I turned, I swear I could hear Arthur Mostert laughing behind me!*"

Mostert may have been sitting comfortably, but he had been unable to make inroads on Thibodaux's advantage, and for the first nine laps of the Grand Prix on Sunday afternoon, the American N.A.I.U. driver looked as if he would be able to pull off the same trick. The line-up behind him, meanwhile, had his team-mate Robertson in second, a newly-charged Frost in third and Mostert, Spalding, Kennedy, Wik, Salabert, Rothermel, van der Velden, Sanders and Vidoli behind them, five further back-markers holding position behind these.

But as the water became progressively more frenzied, it was clear to see Robertson gaining an advantage over his compatriot, and the driver from South California swept into the lead on the tenth lap, Thibodaux succumbing to Frost's challenge also, within four laps.

"*I had speed on Robertson!*" groaned Frost in disgust, "*There was plenty of time to close up, so I was just holding my own, when I took in water lapping a back marker and hydrauliced the motor.*" It had been Frost's first opportunity this season to challenge for the lead but he was forced to retire on the fortieth lap.

But it was Andy Bullen who caught the enormous crowds' attention, as the Englishman moved up from a sixth opening lap position, past a struggling Spalding and on to tussle with Mostert. The Dutchman stubbornly held on to fourth for seventeen laps, managing to pull away from the Wright Pontiac boat on each turn. But in a sudden do or die action, Bullen shot past the Kool/Johnson powered boat and then into second as Frost fell from the pack. "*If I was ever going to do it, it was in Pittsburgh,*" admitted Bullen later, savouring his best Formula One result ever, "*my boat is ideally suited to those conditions, and I'm going better myself!*"

Mostert kept his position to pick up third, and Thibodaux had held on to fourth. As for Enrico Vidoli, the previous leader of the Championship, he had been given his Nordica team-mate Barry Wood's boat after demolishing his own the previous day, but failed to finish in the first ten, suffering persistent mechanical troubles.

The challenge for the Champion Spark Plug World title was beginning to take shape. For the Europeans it was a relief to return to home waters. For the Americans, they are going to have to do the same seven week stint in Europe, starting with the London Grand Prix on August 24. ■

TWENTY LAP RACE RESULTS (PITTSBURGH CONTD.) (and grid position for Grand Prix)

1. Gene Thibodaux	8. Mark Rothermel
2. Arthur Mostert	9. Art Kennedy
3. Ben Robertson	10. Fred Steinberg
4. Andy Bullen	11. Cees van der Velden
5. François Salabert	12. Randy Pierson
6. Rick Frost	13. John Provich
7. Bob Spalding	

GRAND PRIX RESULTS

1. Ben Robertson (USA) (N.A.I.U./Burgess/Johnson)	**9 pts**
2. Andy Bullen (GB) (Wright Pontiac/Burgess/ Johnson)	6 pts
3. Arthur Mostert (NL) (Benson & Hedges/Kool/ Velden/Johnson)	4 pts
4. Gene Thibodaux (USA) (N.A.I.U./Velden/Johnson)	3 pts
5. Bob Spalding (GP) (Chesterfield/Hodges/ Evinrude)	2 pts
6. Bertil Wik (S) (Pro One/Hodges/Evinrude)	1 pt

WORLD CHAMPIONSHIP POINTS TABLE

1. Robertson	**26 pts**	9. Rothermel	7 pts
2. Vidoli	24 pts	Frost	7 pts
3. Spalding	20 pts	11. Steinberg	6 pts
Thibodaux	20 pts	12. Kennedy	5 pts
5. Mostert	14 pts	13. Woods	4 pts
Wik	14 pts	14. Velden	2 pts
7. Salabert	12 pts	Sanders	2 pts
8. Bullen	11 pts	16. Adams	1 pt

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Specials £4.00 per copy.
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Le Mans Special 1982

WHO'S WHO SPONSOR GUIDE

by Nevin Hickmet

Formula One now ranks as the world's most popular sporting attraction after the Olympics and World Cup soccer. Last year, the world F1 Championship was followed by some 1,200 million TV viewers in 47 countries, on four continents. Sponsors are keen to invest in order to obtain world-wide exposure for their products and to create a glamourous and exciting image.

Who exactly are the sponsors who invest such vast sums into Grand Prix racing? We have compiled a brief guide of some companies not so well known to F1 enthusiasts, which have contributed a fraction of the £200 million required this year in order for 15 teams to line up their cars on the 16 starting grids on this year's World Championship calendar.

As the cost of a full season escalates year after year, teams may have to rely on their drivers to supply part of the cash and therefore choose them accordingly. Osella's sports manager explained, "*It is not a solution we like but sometimes there is no other way. The team works together to find an economic solution so that it can further technological development on the car and in order to finance the team's annual costs. The problem, though, is not really the budget as such, but that F1 is now so expensive that for a small team it is almost impossible to find the kind of money necessary to make it amongst the top teams.*"

Minardi Team Manager G. Caliri pointed out that since this was Minardi's first year in F1, it wasn't too difficult finding sponsors "*because they were sure they would get a quick return. Sponsors like F1, especially in Italy, where there is a large following and it gets very good media coverage. We are already discussing sponsorship for next year and after this "apprenticeship" year for the team, we hope to have two cars for next year's championship.*"

SKOAL BANDIT (RAM) is a moist smokeless tobacco product marketed by United Tobacco International Inc., a leading manufacturer of dry (snuff) and moist smokeless tobacco in the United States. Skoal Bandits are portions of tobacco in premoistened individual pouches which you place between your upper lip and gum and simply leave there. You don't chew it or suck it. It is an alternative to smoking when smoking is prohibited or inconvenient (cinemas, work, etc.). Skoal Bandits first appeared in 1981 which coincided with the time when Burt Reynolds was making the film "Smokey and the Bandit." Reynolds approached Skoal for sponsorship of his car "The Bandit" which he was racing in the Nascar Championship. Skoal were about to launch this new product they wanted to put in a pouch... It's probably the only time a product has been named after a car and not vice versa! Skoal have used motor racing for promotion for a number of years and, when they decided to launch their product on the European (world) market in June '84, Formula One represented the ideal world market sport.

SEGAFREDO-ZANETTI GROUP (Logos on McLaren drivers' overalls and helmets) is Italy's second largest coffee toasting company. Its headquarters are based near Bologna where the production capacity is highest. The product is sold as beans, ground coffee, freeze-dried or decaffeinated coffee. Segafredo maintain that Brand awareness has increased through their F1 sponsorship/promotion involvement, helping the company's expansion into new export markets outside Italy.

AUSTRALIAN (Elio de Angelis) display a Kangeroo logo but the sportswear company is in fact Italian.

ADDIT (Philippe Alliot) Temporary Employment agency.

RESOLDOR (Minardi) produces mints (sweets) especially for smokers to freshen the breath.

ROMAGNA TOP QUALITY (Minardi) F1 sponsorship being a costly business, several small companies based in Romagna, Italy, pooled together in a combined effort to sponsor one of their national F1 teams.

SIMOD is Minardi's largest backer, supplying up to 40% of the total budget. Like all Minardi team's sponsors, this one is also Italian. Simod manufacture twelve million pairs of sports shoes a year, of which over three million are sold in the UK under brand names such as Dunlop and Adidas. Company owner Paolo Finigaglia is about to launch his own brand, Simod, and feels that F1 is an excellent means of promotion. He will definitely further his sponsoring next year with the new F1 team.

GILMAR manufacture upmarket ladies knitwear in Italy.

WEST (Zakspeed) is one of the brands made by Germany's largest cigarette company, Reemstma International. A few years ago, Reemstma had "*no American blend cigarettes amongst the 40-odd brands in our portefolio to satisfy the needs of a fast growing segment.*" Reemstma, whose headquarters are situated in Hamburg, were interested by fellow German Erich Zakowski's ambitious all-German F1 project which they realised could "*bring some positive aspects*" to their brand being international and representing "*something out of this world.*"

KELEMATA (Osella) provide approximately 60% of Osella's budget. The Turin-based company makes cosmetics and make-up using natural products as well as natural herbal and fruit drinks. At present, Kelemata's products are sold inside Italy. VICTOR is a subsidiary company which specialises in perfume.

MICROMAX STIRELLA (Osella) have been with Osella since the French round. Another Italian company, this one manufactures domestic irons.

MERCURIO is an italian fast freight company and the Osella team's agent.

SAIMA (McLaren), an Italian freight forwarding company based in Milan, are specialised in forwarding all types of goods by air, road and rail. Saima say it is "*important our clients see our name because we are offering a service and not goods. Formula One resembles our company in many ways: it is competitive, swift, international and calls on high technology. All that F1 is, we are too.*" SAIMA joined F1 in 1981 with the Toleman team, then turned to Osella and have now been with McLaren for three years. They supply approximately 30% of the budget.

RADAR (RAM) is a large chain of supermarkets and hypermarkets throughout France.

DELONGHI sponsor Arrows driver Thierry Boutsen. It is an Italian company specialised in the manufacturing of air conditioners, heaters, etc.

COMOZZI (Arrows) manufacture pneumatic guns, for quick loosening of bolts eg. for wheel changes and specialises in hydraulics.

COMTESSE DU BARRY (Philippe Alliot) French gastronomical products, foie gras, etc.

Words

In Great Britain, tobacco sponsors are not allowed to display their brands during a race on the cars, mechanics or on the drivers' overalls and helmets, or "*on officials or their equipment likely to come within range of TV cameras during the course of televised activity in the UK.*" This ruling, however, does not apply to practice sessions which is why many of the photos taken during practice at the British GP and subsequently published, showed cars running with names like John Player Special, Marlboro and so on.

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POST BAG

HEFTY GP CARS

After all the recent happenings on the GP calendar about certain drivers being disqualified after a GP for being underweight, a question has come to my mind. Are the teams under the same restrictions during qualifying?
Yours faithfully,
Mark Pain,
43 Fairfield Street,
Wandsworth,
London SW18

Yes, all teams are under the same weight restrictions during pre-race sessions. Immediately after each timed practice session, at least four cars undergo complete scrutineering. These will consist of the two fastest cars and two others chosen at random by the stewards of the meeting.

STP-PTS

Dear GPI,
I bought my first issue of your magazine, April 1985, last week, mainly because of the quality of the photography for the Rally reports. They are the best I've seen in any magazine to date and I felt I got good value for my £1.80.
On looking through the other articles, I noticed something unusual on page 42 with the shot of "A perfect example of a well-lit, spotless and uncluttered workshop". If you look closely at the cam covers on the engine and then at the red tool box on the bench behind, the picture looks back to front ! I know your magazine has French roots, but turning an "STP" sticker to achieve "PTS" is a good one !
No hard feelings, I will continue to buy GPI if only for the Rally coverage !
Keep up the good quality.
Yours sincerely,
D. Murphy,
33, Minshall New Rd,
Crewe,
Cheshire,
CW1 3PE

FLAGDOWN

Could you please explain what each of the different coloured flags used by the marshals mean.
Thank you,
Yours sincerely,
N. Shah,
77 First Ave.,
Colney Barnet,
London N11 3LY

White flag: *There is a priority vehicle on the track (eg, an ambulance) moving slowly.*
Blue flag: *A competitor is close behind, if flag is waved, he is about to get past.*
Yellow flag: *No overtaking allowed. Flag waved indicates danger ahead.*
Black flag: *Car No x indicated on flag must stop at its team's pits.*
Red and white striped flag: *Track surface is slippery (eg, oil).*
Red flag: *All cars on the track must stop immediately.*
Green flag: *Indicates that track is now clear of any hazards previously signalled.*
Black flag with large red spot: *Your car is in trouble, make a pit stop.*
Diagonal white and black flag: *Last warning to car driver No x for dangerous driving.*
Chequered black and white flag: *Indicates end of race.*

Dear Readers,
These columns are yours to vent your views and make suggestions. Please write to: The Production Editor, Grand Prix International, 7 rue de Lille, 75007 Paris.

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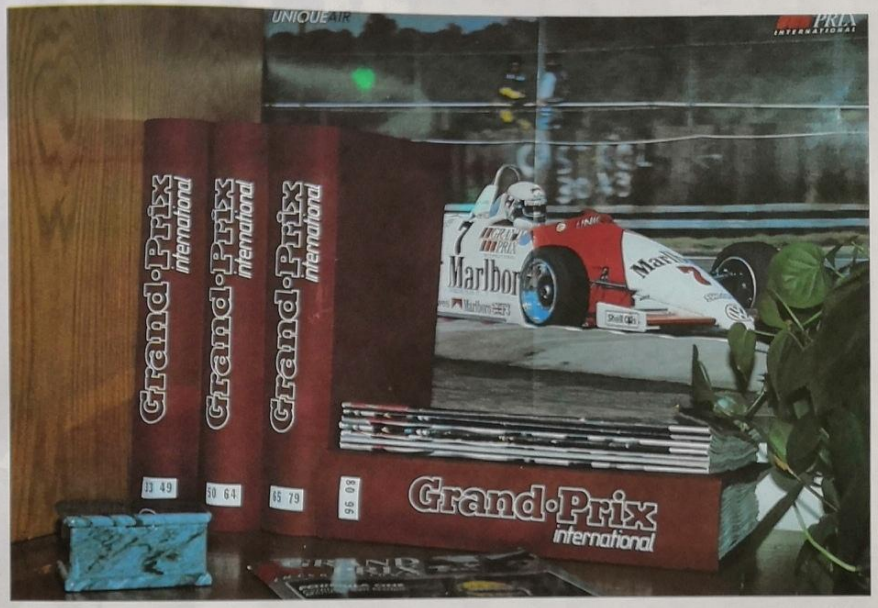

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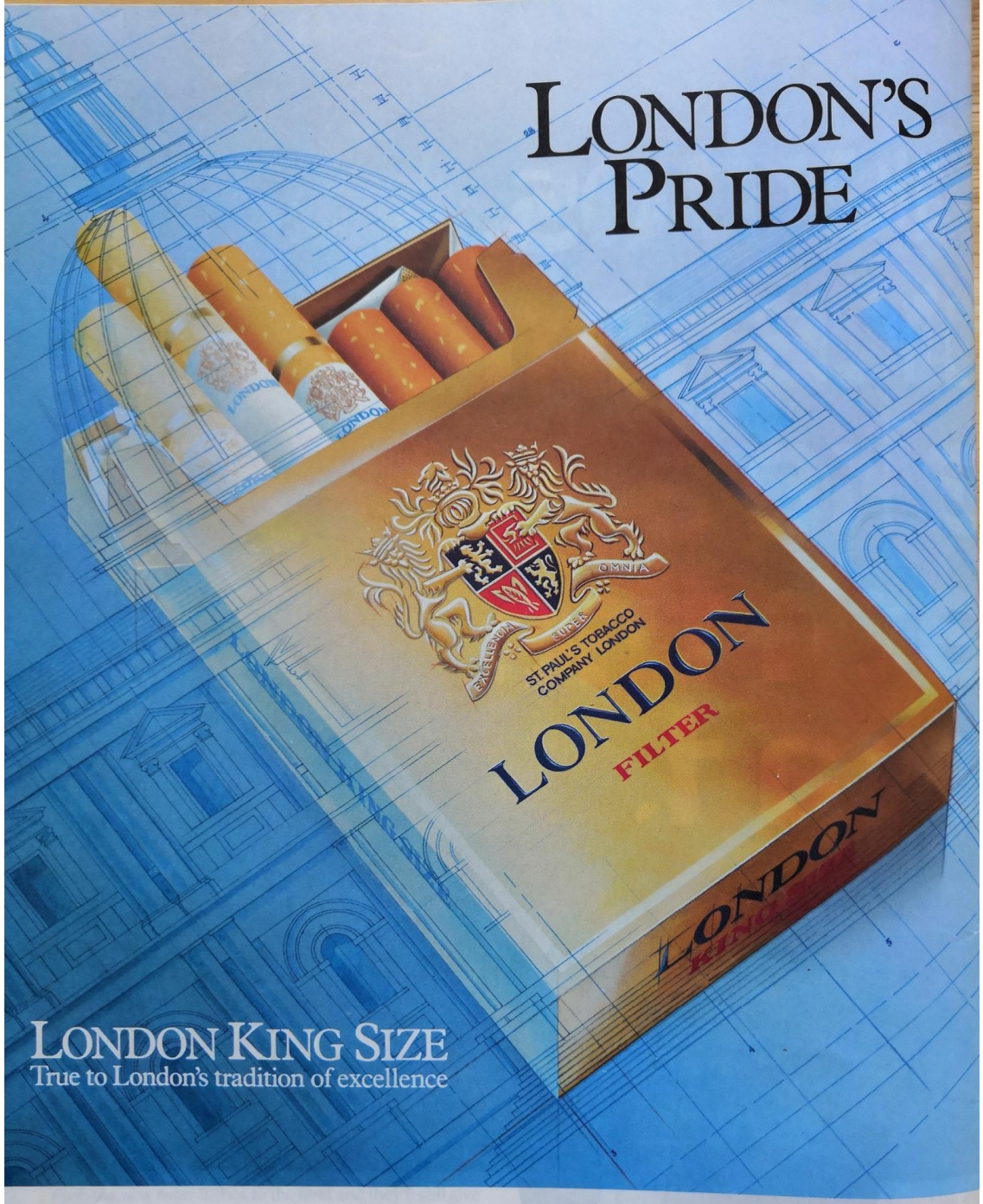

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